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[a34-2]

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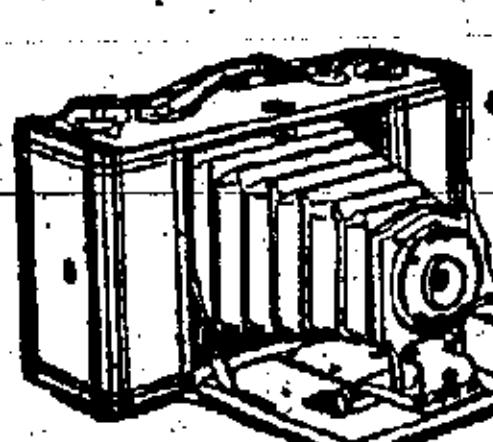
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Hongkong, 24th July, 1905. [a358]

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Hongkong, 1st September, 1910. [a542]

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All letters for publication should be written on one side of paper only. No anonymously signed communications that are already appearing in other papers will be inserted.

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BIRTH.
On the 1st September, at 6, Park View, the wife of Mr. A. BAYSON, of a daughter. [1137]

HONGKONG OFFICE: 10A, DES VEUVE ROAD C LONDON OFFICE: 131, FLEET STREET, EC

The Daily Press.

HONGKONG, OCTOBER 3rd, 1910.

SATURDAY October 1st, 1910, will be a memorable day in the history of the Colony of Hongkong. After many years of waiting the community had the satisfaction of witnessing the opening of a railway line through the British territory of Kowloon, and can now look forward with eager anticipation to the completion of the Chinese section—more than four times the length of the British section—which will give us direct connection with the city of Canton, the great metropolis of South China. If all goes well, the entire length of 112 miles will be open to through traffic long before this time next year. We shall then be watching more closely than now the progress being made with the construction of the great arterial line which is to connect Canton with Hankow, and contemplating the prospect of someday being able to travel from Hongkong, via Hankow and Peking, thence across Siberia to Calais. That, it is true, is looking a long way ahead. Meanwhile it remains for the community at whose cost the short British section of the line has been made to do all in its power to promote in every way its usefulness and its prosperity. The undertaking has been a costly one for a small Colony, but we are glad to have it on the authority of an expert of the wide experience of the present General Manager of the line that, having regard to the

nature of the work, its cost compares favourably with similar undertakings elsewhere. What, however, is necessary at the present time is to emphasise the original intention of the railway, for as Mr. LINDSAY very appositely remarked in the course of his speech "the original intention is liable to be lost sight of when, after a railway is finished, traffic sufficient to pay for its working and the interest on its cost is not immediately forthcoming." Probably it will be some years before the revenue covers even running expenses, to say nothing of interest. Consequently in the history of the undertaking which appears on another page we have deemed it important to give special prominence to the main considerations which weighed with those who so strongly advocated the construction of this line a few years ago. No doubt its most immediate effect will be to encourage development in the New Territory, a subject on which Sir HENRY MAY enlarged in his address on Saturday. But there are even more substantial reasons for the railway. So long as Hongkong remained without railway connection with Canton, while

great railway undertakings were projected to connect Canton with the interior of China, the Colony was threatened with the creation of a rival port in the vicinity of the Bogue which would serve as a seaport terminus of the great trunk railway. As the China Association pointed out to the Government, "the bare possibility of such a contingency is sufficient to arouse the liveliest anxiety in the minds of all persons interested in the welfare and prosperity of the Colony, not alone on account of the individual losses which would ensue from the enormous depreciation of property and investments, but also because of the severe blow it would inflict on British influence and prestige throughout the whole of China." These are weighty considerations, and now that the British section of the line has been constructed and we see an early prospect of through traffic being opened with Canton, we can renew our thanks and congratulations to all concerned in urging so successfully upon the Home Government the measure of common prudence which has possibly saved Hongkong from the fate of Macao. We have heard it suggested that danger still threatens the Colony from possible developments in connection with the Sunning railway, but we would point out that the agreement entered into between the British and Chinese Corporation expressly provides that the Chinese Government will not build another line competing with the Canton-Kowloon railway to its detriment. It is rather a pity that H.E. WAI HAM, who was present at the ceremony on Saturday as representing the Viceroy of Canton, did not have an opportunity of making a few remarks from the platform. His EXCELLENCY has been identified with the Chinese section of the railway from its inception as managing director, and is, we are assured, cordially desirous of establishing the most amicable arrangements for the joint working of the line so as to ensure its utmost prosperity, and at the same time to promote by this means a steadfast friendship between the southern metropolis and the Colony of Hongkong. These wishes are most heartily reciprocated in the Colony, and in these circumstances we may count with confidence upon steady if not rapid development of a railway traffic which in the years to come must beneficially affect the growth and prosperity of our Colony.

H.M.S. Kent went into dock on Saturday morning.

H. E. Sir Frederick Lugard leaves London to-day on his return to Hongkong.

Labour problems are reported to confront hemp growers in the Philippine Islands. Reports speak of the output rotting on the ground for lack of enough operatives to harvest it.

Lady May has kindly consented to open the annual Sale of Work to be held at the City Hall on Wednesday afternoon under the auspices of the C.M.S. Baxter schools.

By the Philippine coastguard boat *Bisal*, which is now in dock, there arrived in the Colony last week the Hon. Charles B. Elliott, Secretary of Commerce and Police in the Philippine Islands, General H. K. Bandholtz, U.S.A., Major Guernsey, of the Medical Department, and Captain R. A. Duckworth, A.D.C., who, we understand, are studying certain aspects of the Colonial administration.

The annual sale of work at the Italian Convent was opened on Saturday, when a very fine display of needlework was on view. The proceeds of the sale will be devoted to the pressing needs of a large number of orphans at the Convent and the other agencies in connection with the institution, and it is to be hoped that the sale, which is to be continued to-day and to-morrow, will receive the support which it deserves.

Messrs. Ellis & Ellis, of Hongkong, in their Weekly Rubber Share Circular, say:—"With the exception of a spasmodic and short-lived spurt on Tuesday morning, Rubber Shares have been a negligible quantity for the whole of the week. There is absolutely no animation in any of the descriptions, whether dollar or sterling stocks. Share values have failed to maintain the levels pushed up early in the week and the leaders have given way slightly, not to mention the lesser shares, whose quotations are purely nominal. Market closes with a weak tendency. Fine Hard Para Rubber is quoted at the close at 6s. 6d. per lb."

A narrow escape of a very small child from drowning was witnessed at the Praya in front of the Hongkong Club yesterday morning. The child was about three years of age. It was trying to walk along a narrow ledge of a junk when it slipped and fell between the junk and the sea wall. Another little child on the junk of about the same age saw the accident and after gaining a moment's aid an elder sister, probably about ten years of age, what had happened. The girl was quickly over the side of the junk and soon had the child perched on top of the rudder. A rope was lowered from the stern of the junk, and the child was hoisted up none the worse for its immersion. No great amount of distress appeared to be shown on board that the child had so narrowly escaped a watery grave.

WRECK OF H. A. L. STEAMER "LYDIA."

ALL HANDS SAVED: BRAVERY OF OFFICERS.

The Hamburg-America Line's steamer *Lydia* has been totally wrecked off Lam Yit Island, to the south of the entrance to the Haitian Strait. The *Lydia*, which was laden with coal, was on a voyage from Hongkong to Chinkiang. When near the Haitian Strait she encountered a heavy north-easterly gale and sought shelter off the point to the west of Lam Yit Island. There anchors were dropped, and although the shelter afforded at this point was not of the best, it was expected that the vessel would safely ride out the storm.

Shortly before ten o'clock on Wednesday, September 28th, it was discovered that the vessel's anchor was dragging, so Captain Russell decided to shift to more secure quarters. Orders were given to leave in the anchors, and while the crew were engaged at this task the vessel swung round, and the after part struck a hard and submerged sandbank. The crew worked hard to get her clear, but the heavy seas which prevailed drove the craft with great force on to the bank, and all their efforts proved fruitless. All that day and night the vessel was driven against the bank by seas which threatened to demolish her. Towards evening the after part of the ship began to break up. The engine-room and holds filled with water and by morning the decks were awash.

On the morning of the 29th, while in this perilous position, Messrs. Butterfield & Swire's steamer *Huichow* hove into sight. Her appearance was hailed with joy by the shipwrecked crew, whose vessel threatened to go to pieces under them with each roller. Captain Forsyth, of the B. & S. steamer, seeing the position of affairs, dropped anchor to the south of the *Lydia* and stood by to rescue the shipwrecked crew. Two of the German steamer's lifeboats, filled with men, put off from the wreck and the men got safely aboard the *Huichow*.

The third lifeboat which put off, however, drifted past the British vessel and was unable to reach her. Seeing this, Mr. Sutherland, the Chief Officer of the *Huichow*, bravely jumped overboard and attempted to swim with a line to the lifeboat. In the heavy sea, however, he was unsuccessful as the lifeboat drifted beyond reach. The officer then found it necessary to look out for himself, so dropping the line he struck out for the boat, which he reached in an exhausted condition and was promptly pulled aboard.

Meantime those on the lifeboat were striving against sea and current to reach the ship, and another officer made an unsuccessful attempt to convey a line to them. Mr. Wild, the second officer of the *Lydia*, putting his arm through a lifeboat which was attached to the end of the line, sprang overboard from the *Huichow*, which he had reached by one of the other lifeboats. With the buoy secure he struck out for the imperilled boat, but this time the line got foul of the propeller and he was obliged to give up the attempt. He started to swim back to the ship, but finding that he made no headway against the strong current and heavy sea he turned and struck out for the lifeboat. He reached that craft just in time and was pulled aboard utterly exhausted.

Seeing that it was impossible for the lifeboat to reach the ship, Captain Forsyth, of the *Huichow*, after getting the line clear of the propeller, weighed anchor and bore down on the boat. A line was again thrown and this time secured by those on board, and it was not long before all in the boat were safe and sound on the *Huichow*. The officers and crew of the wrecked vessel, who lost all their belongings, arrived at Hongkong yesterday. Both captain and officers greatly appreciate the assistance rendered them by the *Huichow*, and are deeply sensitive of the kindness shown them aboard that vessel on the voyage to Hongkong.

The *Lydia* is a vessel of 1,720 net registered tonnage. She was built at Stockton, near Newcastle, in 1895, and has a speed of about nine knots. At the time of the wreck she carried a Chinese crew of 32, with eight German officers.

TELEGRAMS. TELEGRAMS.

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THE JAPANESE IRON FOUNDRY.

NO BRITISH CAPITAL.

Tokyo, October 2nd.

The contract for debentures for ten million yen for the establishment of a foundry at Muroran has been subscribed by a syndicate of Tokyo banks, British capitalists declining to participate.

THE GOVERNMENT OF CHOSEN.

Tokyo, October 2nd.

The "Official Gazette" publishes the plan of organisation for the government of Chosen.

[REUTERS'S SERVICE TO THE "HONGKONG DAILY PRESS."]

THE COTTON CRISIS.

AN ABORTIVE CONFERENCE: THE MILLS CLOSED.

London, October 1st.

Mr. G. R. Askwith, K.C., Assistant Secretary to the Board of Trade, went to Manchester in the hope of informally bringing the cotton-masters and cardroom operatives together in order to avert a lock-out.

A joint Conference was held, but it broke up without any settlement being arrived at.

LATER.

Circulars have been sent out to members of the Employers' Federation instructing them to close their mills to-day.

London, October 2nd.

Seven hundred cotton mills closed at noon yesterday, rendering 150,000 operatives idle.

BRITAIN'S INCREASING REVENUE.

London, October 1st.

The revenue for the past quarter shows an increase of £11,819,625, while for the first six months of the year the increase has been £37,508,124. Every item shows an increase.

A HUNGARIAN LOAN.

London, October 1st.

It is announced from Vienna that the Rothschild group of Austria-Hungary and Germany has arranged to negotiate a Hungarian loan of 20,000,000 sterling.

LATER.

The Hungarian loan will be issued in January.

FAR EASTERN SCARE.

ALARMING AMERICAN REPORT.

London, October 1st.

A message from Washington states that advices from American officials in the Far East show that a critical situation exists in China and that an outbreak similar to the Boxer riots will not be surprising.

THE VOLUNTEER RESERVE.

It is notified in the *Gazette* that the following persons have declared themselves willing to be formed into a Volunteer Reserve under the Volunteer Reserve Ordinance, 1910, and that His Excellency the Officer Administering the Government has been pleased to accept their services:—E. Abraham, Dr. J. M. Atkinson, H. M. Bain, B. Baker, C. E. H. Beavis, L. G. Bird, R. E. O. Bird, C. Bond, W. D. Broadwood, Capt. B. Branch, C. W. T. Brett, L. E. Brett, J. J. Bryan, A. Calvert, J. Dalziel, W. Dobbs, L. G. Duncan, W. B. Elwes, W. J. J. East, J. J. Gedge, L. Gibbs, G. Gibson, H. E. Goldsmith, Dr. F. Grone, F. Grove, T. Hamilton, E. Heard, T. F. Hoagh, J. O. Hughes, J. Hutchings, E. A. Irving, W. C. Jack, D. Jaffe, A. Jenkins, S. Kelly, H. Keswick, C. J. J. Latrass, Capt. J. S. Lewington, A. Mackenzie, Sir F. H. May, K. C. M. G., J. F. Miller, J. Olson, R. Osborne, C. H. Parkinson, J. E. Pigdon, F. Smyth, H. Sykes, A. Thornhill, G. H. Wakeman, A. Watson, J. A. Wheat, G. L. Wilson, P. P. J. Woodhouse and W. H. Woolley.

LOCAL SPORT.

BOXING CONTESTS.

The series of boxing contests, promoted by Mr. R. H. Whitaker, which took place in the City Hall on Saturday night, attracted as large and representative an attendance as has yet been seen at a fight in Hongkong. The attraction, of course, was the main event, which has aroused followers of the sport to considerable excitement and speculation during the last couple of weeks. In addition to this, however, there were several promising items on the programme, but all of these had a speedy ending. Captain Groves-Raines of the Buffs refereed the main event, Referee Dempsey was in charge of the preliminaries, Messrs. Kelly and Bond were the timekeepers, and Mr. Allen acted as announcer.

The first fight was a ten round bout between Gunner Kingland of the R.G.A., 11 stone, and Seaman Sindon of H.M.S. *Olio*, 11 stone 4lbs. This encounter was more an exhibition of brute strength and a capacity for enduring punishment than a scientific one. The opening round was the seaman's, who got to work early and used his right with telling effect. Again, at the start of the second round, he proceeded to punish the hardy gunner and sent the latter to the boards. When Kingland came up, however, the tables were turned. He elbowed the sailor with right and left, and a heavy right swing caught Sindon on the point and ended the fight.

Stoker Philpotts of H.M.S. *Gadmus*, 9 stone 2lbs, and Drummer Bouchier of the Buffs, 9 stone 7lbs, then entered the arena to continue the fight which ended so suddenly at the last tournament. But it went little further on this occasion, for Bouchier early proved that he was the better man. In the first round both men were doing well, but in the second Bouchier landed a left swing and the stoker was saved by the gong. Early in the third and last round, Bouchier sent a right to the jaw which sent Philpotts to the boards. On coming up he fought clear for a while, but the persistent drummer was not to be denied. A left drive connected, and was followed by a swinging and heavy right which sent the stoker down with a thud. Even as he left the ring Philpotts was groggy.

Gunner Bedbrook, 10 stone 2lbs, and Gunner Hubbard, 10 stone, both of the R.G.A., were then announced to box the best of ten rounds. To the disappointment of the spectators, however, the fight did not last a round. Hubbard, apparently, was seized with a desire to fight on arm free, and notwithstanding repeated warnings, he persisted in hitting in a clinch. One foul too many caused Referee Dempsey to send both men to their corners, and Bedbrook was declared the winner.

The next event on the programme did not take place, but the gap was filled by Seamen Roberts and Sky Kerrison, who gave a lively four round exhibition spar. At the conclusion Roberts, who is shortly leaving for England, announced that he intended to hand over the lightweight championship of the Colony to Stoker Biggins.

A letter was then read from Melvaine, a coloured champion of the Philippines, challenging Bill Lewis. Lewis replied that he was ready to meet any welterweight who came along, and provided that Melvaine could get down to that weight he would accept the challenge. He was not prepared, however, to give battle to all middleweights.

A period of suspense followed until the main event was announced. Then Bill Lewis, weighing 142 lbs, entered the ring, his appearance being heralded with stormy applause. Roy Kinney, the Manila champion, who turned the scale at 161lbs, was not long in following, and he also was accorded a noisy welcome. In comparison, Lewis looked like a schoolboy alongside his big, heavy and skilful opponent, and as events proved he encountered more brawn and skill than he could cope with. Before the fight started the referee requested the spectators to restrain themselves until the end of each round. He pointed out that their shouting and jeering was not pleasant to the man on the floor, and reminded them that they would not like it if they were there themselves. All preliminaries settled, the gong clanged, and the men came together. As round followed round it became evident that both men were adepts at fighting, also it soon became apparent that Lewis had little chance with the big American. The long reach of Kinney held the little man out, and try as he would the Australian could not get beyond it. All his skill was brought into play, but science was met by science and ringcraft by ringcraft, and the advantages which with the Manila champion was favoured gained him a complete and decisive victory. In clinches, Kinney could teach his adversary nothing, but the ingighting soon told its tale on the aggressive Lewis, who found that his opponent could avoid his slashing swings after the break with the skill with which he himself has avoided those of others. In the eleventh round Kinney swung a heavy left to the jaw, and Lewis went down and took the count. Coming up, he stopped another heavy body blow before the gong sounded. Refreshed after the spell, but not so sprightly as usual, he started on the twelfth round, and the punishment he received made it evident that the end was not far off. Twice he went to the boards with the weight of Kinney's blows, and on coming up on the second occasion a heavy right swing sent him down for the third time, when the gong came to his assistance. The thirteenth and last round proved an unlucky one for the local man, for it placed on record his first defeat in Hongkong. Shortly after the start the American sent in a left which made Lewis "groggy." Then he rushed in to end the fight, but did not land the winning blow as soon as he expected. Although half dazed Lewis proved a hard man to hit, and with a rare courage refused to surrender, although he must have realised that the fight was lost. At last, Kinney's right swung on to his opponent's jaw, and Lewis went down and was counted out. Although defeated, the local man was by no means disgraced. He put up an excellent fight against enormous disadvantages, but the result of this contest should make him wary of challenging middleweights in the future.

THE RIOTS AT BERLIN.

THE ASSAULT ON JOURNALISTS.

London, October 2nd.

The British and American Embassies have made representations to the German Foreign Office respecting the assault on journalists during the recent riot, the Police President having refused to punish the guilty policemen, informing the journalists that they contravened the regulations in joining a riotous assemblage, despite the fact that at the time of the assault the street was empty and the journalists were there by permission of an officer.

OIL COMBINATION ENDED.

PRICE WAR BEGUN.

London, October 1st.

A New York telegram states that the Standard Oil Company and the Asiatic Petroleum Company have cancelled their agreement, thus ending the combination.

A price war has consequently begun.

H.M.S. "BRISTOL."

SPEED RECORDS BROKEN.

London, October 2nd.

The "Journal of Engineering" announces that the new cruiser "Bristol" exceeded the speed records, excepting for torpedo-boat destroyers. She attained a speed of twenty-seven knots, though her designed speed is twenty-five.

The "Bristol" is the first ship fitted with impulse turbines.

NOTABLE DIPLOMATIC APPOINTMENT.

London, October 2nd.

M. Isvolsky, who has been for some years the Russian Minister of Foreign Affairs, has been appointed Ambassador at Paris.

[FROM THE "MANILA CABLENEWS."]

GUN EXPLOSION ON A U.S. BATTLESHIP.

Washington, September 24th.

One of the big guns on the battleship "Georgia" exploded at practice this morning. By a strange chance resembling a miracle the gunners and other members of the vessel's crew escaped without serious injury.

APPOINTMENTS.

His Excellency the Officer Administering the Government has been pleased to appoint His Honour Mr. Francis Arthur Hazeland to act as Chief Justice, during the absence on leave of His Honour Sir Francis Taylor Piggott, Kt., or until further notice, with effect from the 3rd October.

H.E. the Officer Administering the Government has been pleased to appoint Mr. Wakeman to act as Registrar of the Supreme Court, Registrar of Companies, Official Administrator, and Official Trustee, in addition to his other duties, during the absence on leave of Mr. Kemp, or until further notice, with effect from 28th September.

His Excellency the Officer Administering the Government has been pleased to recognise, provisionally and pending the receipt of His Majesty's exequatur, Mr. Enrique L. Barrios as Consul General for the Republic of Panama at Hongkong.

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, etc., should be addressed DAILY PRESS only, and special business matter THE HONGKONG DAILY PRESS. Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

P.O. Box, 35. Telephone No. 12.

Telegraphic Address: PUNSA CODES: A.B.C. 5th Ed. Fisher's.

NEW ADVERTISEMENTS

NOTICE OF REMOVAL.

I HAVE This Day REMOVED my Office to No. 6, DES VOUX ROAD CENTRAL (Corner of Ice House Street), Top Floor.

J. HENNESSY SETH.
Hongkong, 1st October, 1910. [1138]

HONGKONG CHRISTIAN UNION.

THE MEETING of the Union will be held at St. Stephen's College during the month of October, on MONDAYS, at 5.30 P.M. The First Meeting of the Session will be held TO-DAY, and will be a Missionary Prayer Meeting.

Hongkong, 3rd October, 1910. [1139]

G. R. MAGISTRACY.

NOTICE IS HEREBY GIVEN that a MEETING of the LICENSING BOARD will be held in the Council Chamber on WEDNESDAY, the 2nd day of November, 1910, at 2.15 P.M., for the purpose of considering applications for Publican's and Hotel Keeper's Adjunct Licences for the year 1910-1911 under the Liquor Licences Ordinances, 1898-1909.

Forms of applications may be obtained at this Office.

All applications must be forwarded to this Office on or before FRIDAY, the 14th day of October, 1910, and must be accompanied by a deposit of Three Dollars.

Applicants for transfers or new licences and persons objecting to such applications must appear in person.

G. A. WOODCOCK,
Secretary to the Licensing Board.
Hongkong, 3rd October, 1910. [1140]

G. R. HONGKONG TECHNICAL INSTITUTE.

QUEEN'S COLLEGE.

EVENING CLASSES in the following Subjects will RE-OPEN on THURSDAY, OCTOBER 6TH:

ENGINEERING SECTION:
Building Construction and Drawing.
Field Surveying.
Machine Drawing.
Steam.
Mathematics.
Mechanics.
Physics.
COMMERCE SECTION:
English.
French.
Chinese (Cantonese Colloquial).
Shortland.
Book-keeping.
SCIENCE SECTION:
Chemistry (Theoretical).
Chemistry (Practical).
Metallurgy.
Physics.
TEACHERS' CLASS:
English.
Kindergarten.

Students should attend at the Institute to be enrolled on MONDAY, TUESDAY, or WEDNESDAY next, between 6 and 7 P.M. Copies of the prospectus and entry forms may be obtained on application to the undersigned.

E. RALPHS,
Director.
Hongkong, 3rd October, 1910. [1141]

NOTICE.

WE, the OCEAN STEAMSHIP CO., LTD., of Liverpool, HEREBY GIVE NOTICE that in consequence of the wish to name another vessel "ASCANIUS", we have applied to the Board of Trade, under Section 47 of the Merchant Shipping Act, 1894, in respect of the ship "ASCANIUS" of Hongkong, Official number 127,000, of gross tonnage 30 tons, register tonnage 15 tons, heretofore owned by the OCEAN STEAMSHIP CO., LTD., 1, India Buildings, Liverpool, for permission to change her name to "ECHIDNA", and to have her registered in the new name at the Port of Hongkong as owned by the OCEAN STEAMSHIP CO., LTD.

Any objections to the proposed change of name must be sent to the Registrar of Shipping at Hongkong within seven days from the appearance of this advertisement.

Dated at Liverpool, this 31st day of August, 1910. [1142]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship

"ASSAYE,"
Captain Owen Jones, R.N., carrying His Majesty's Mails, will be despatched from this for Bombay, &c., on SATURDAY, the 15th October, 1910, at Noon, taking passengers and Cargo for the above ports in connection with the Company's s.s. "LURA," 7,912 tons, from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London, other cargo for London, &c., will be conveyed via Bombay by the R.M.S. "HIMALAYA," due in London on the 26th November, 1910. Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to
E. A. HEWETT,
Superintendent.
Hongkong, 3rd October, 1910. [1]

PUBLIC COMPANIES

THE DAIRY FARM COMPANY, LTD.

NOTICE TO SHAREHOLDERS.

THE FOURTEENTH ORDINARY YEARLY MEETING of SHAREHOLDERS in the above Company will be held at the Company's Town Office, 2, Lower Albert Road, Hongkong, on SATURDAY, the 8th October, 1910, at 12.30 P.M., for the purpose of presenting the Report of the Directors and Statement of Accounts to 31st July, 1910.

The TRANSFER BOOKS of the Company will be CLOSED from 1st to 8th October, 1910, both days inclusive.

By Order,
M. MANUK,
Acting Secretary
Hongkong, 23rd September, 1910. [1100]

CANTON INSURANCE OFFICE, LTD.

NOTICE TO SHAREHOLDERS.

THE TWENTY-NINTH ORDINARY MEETING of SHAREHOLDERS will be held at the Office of the undersigned on SATURDAY, the 15th October, at Noon.

The TRANSFER BOOKS of the Company will be CLOSED from the 3rd to the 15th October, 1910, both days inclusive.

JARDINE, MATHESON & Co., Ltd.,
General Agents.
Hongkong, 26th September, 1910. [1110]

INTIMATIONS

HONGKONG CRICKET LEAGUE.

ENTRIES for the HONGKONG CRICKET LEAGUE'S SHIELD COMPETITION, 1910-11, will CLOSE to the Undersigned TO-DAY (MONDAY), 3rd October.

Entrance Fee \$10 each team.

A. E. ASGER,
Hon. Secretary and Treasurer,
Care of Arratoon V. APCAR & Co.
Hongkong, 30th September, 1910. [1127]

KOWLOON CRICKET CLUB.

THE ADJOURNED ANNUAL GENERAL MEETING of the above Club will take place at the Club House TO-MORROW (TUESDAY), 4th October.

T. CHEE,
Hon. Secretary.
Hongkong, 1st October, 1910. [1135]

CHURCH MISSIONARY SOCIETY.

BAXTER SCHOOLS, FAIRFAX.

THE ANNUAL SALE in aid of the above will be held in the CITY HALL on WEDNESDAY, 5th October.

On WEDNESDAY, 5th October, the Lady MAY has kindly consented to open the Sale at 3 o'clock.

Children's Garments and useful Tea Cloths in great variety. Pictures, Frames, Boxes, etc., and many things suitable for Xmas Presents.

ADMISSION ... 20 cents.

Hongkong, 29th September, 1910. [1123]

CHINESE IMPERIAL GOVERNMENT 7% SILVER LOAN OF 1886, "E." 4TH HALF-YEARLY DRAWING.

INTEREST due and DRAWN BONDS of this LOAN will be Payable at the Offices of the Corporation on and after the 30th September, 1910.

List of Drawn Bonds can be obtained on application to the undersigned.

FOR THE HONGKONG & SHANGHAI BANKING CORPORATION,
Agents issuing the Loan,
N. J. STABB,
Acting Chief Manager.
Hongkong, 30th September, 1910. [1129]

"BEDFORD" RELIEF FUND.

UNDER THE PATRONAGE OF
H.E. SIR HENRY MAY, K.C.M.G.,
H.E. MAJ. GENERAL BROADWOOD, C.B.
COMMODORE EYRES, R.N.,
AN ENTERTAINMENT
Will be held
AT THE
CITY HALL,
On SATURDAY, 15th, and MONDAY, 17th OCTOBER.

Seats may be booked at the ROBINSON PIANO Co., on and after MONDAY, 3rd October.

Hongkong, 27th September, 1910. [1095]

SOCIETE DES PULPES ET PAPIERIES DU TONKIN.

NOTICE IS HEREBY GIVEN that a First Call of Dollars Ten (\$10) HATPHONG CURRENCY—Dollars Ten and Cents Twenty-five (\$10.25) HONGKONG CURRENCY, per Share will be made on the Preferred Shares of the above Company on the 1st October, 1910.

Payment must be made to the HONGKONG AND SHANGHAI BANKING CORPORATION, The Banque de l'Indo-Chine, or to the INTERNATIONAL BANKING CORPORATION between SATURDAY, the 1st, and SATURDAY, the 8th October, 1910.

The Provisional Certificates may be sent in to Messrs. LOWE, BINGHAM & MATHEWS, 57, George's Building, for endorsement after payment has been made, on surrender of the Bankers' Receipts. Interest at the rate of 7 per cent. per annum will be charged on all unpaid calls after the 8th October, 1910.

For the Board of Directors,
T. F. HOUGH,
Chairman,
Hongkong General Purpose Committee.
Hongkong, 1st September, 1910. [1009]

DON'T DELAY CALLING!

JUST UNPACKED, a New Stock of the Latest Fashionable Goods.

Now Showing at Hoosain-Ali's Show Windows.

HOOSAIN-ALI & Co.,
No. 14, Queen's Road Central.
Hongkong, 3rd October, 1910. [707]

AUCTIONS

G. R. PUBLIC AUCTION.

PARTICULARS and CONDITIONS of the letting by Public Auction Sale, to be held TO-DAY (MONDAY), the 3rd day of October, 1910, at 3 P.M., at the Office of the Public Works Department, by Order of His EXCELLENCY THE OFFICER ADMINISTERING THE GOVERNMENT, of One Lot of CROWN LAND at Kan U Fong, in the Colony of Hongkong, for a term of 15 years.

PARTICULARS OF THE LOT.

No. of Sale	Locality	Boundary Measurements.	Contents in Acres	Upset Annual Rent in Dollars
1	Kan U Fong	100 feet by 100 feet (As per sale plan.)	0.25	8,500

G. R. PUBLIC AUCTION.

PARTICULARS and CONDITIONS of the letting by Public Auction Sale, to be held TO-DAY (MONDAY), the 3rd day of October, 1910, at 3 P.M., at the Office of the Public Works Department, by Order of His EXCELLENCY THE OFFICER ADMINISTERING THE GOVERNMENT, of One Lot of CROWN LAND opposite Shaukiwan Marine Lot No. 5, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a CROWN RENT to be fixed by the Surveyor of His MAJESTY THE KING, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Sale	Locality	Boundary Measurements.	Contents in Acres	Upset Price.
1	Opposite Shaukiwan Marine Lot No. 5	100 feet by 100 feet	0.25	2,016

NOTICES OF FIRMS

NOTICE.

I have This Day commenced business as a MERCHANT and COMMISSION AGENT under the Name and Style of S. D. SETNA & Co. Temporary Office, 49, Fokinger Street.

SOLABJEE DHUNJEEHOY SETNA.
Hongkong, 1st October, 1910. [1133]

NOTICE.

WE HAVE This Day admitted Mr. ARTHUR NILSSON as a Member of our Company.

OLOF WILK & Co., AGENTS, LTD.
Gothenburg, 1st September, 1910. [1090]

NOTICE.

WE HAVE This Day been Appointed AGENTS for the SWEDISH EAST ASIATIC STEAMSHIP CO., LTD.

OLOF WILK & Co., AGENTS, LTD.
Gothenburg, 1st September, 1910. [1091]

NOTICE.

WE HAVE This Day been Appointed SOLE AGENTS for the SWEDISH LLOYD S.S. Co.

OLOF WILK & Co., AGENTS, LTD.
Gothenburg, 15th July, 1910. [1093]

NOTICE.

I HAVE This Day REMOVED to the HONGKONG HOTEL BUILDING, PEDDER STREET (near Clock Tower).

G. PRIEN,
Cigar and Tobacco Merchant.
Hongkong, 29th September, 1910. [1122]

PUBLIC NOTICE.

THE PUBLIC ARE HEREBY NOTIFIED that the Registered Office of the HONGKONG AND MANILA TRADING SHIP EXCHANGE AND TRADING CO., LTD. (in liquidation), has been This Day REMOVED from No. 64, Bonham Strand West to Nos. 62 and 63 CONNAUGHT ROAD WEST (First Floor).

Dated this 30th day of September, 1910.

LAU CHU PAK,
Official Liquidator.

NOTICE OF REMOVAL.

WE have This Day REMOVED our Office to No. 8, DES VOUX ROAD CENTRAL, 2nd floor (corner of Ice House St.).

WEASER & BAVEN,
Architects and Surveyors.
Hongkong, 1st October, 1910. [1134]

WANTED.

IN SOLICITORS' OFFICE, GOOD SHORTHAND TYPIST, intelligent and willing to learn, good opening to competent man.

Apply to—
"LEGAL,"
Care of "Daily Press" Office.
Hongkong, 28th September, 1910. [1115]

JUST PUBLISHED.

"POPPY PETALS,"
By D.R.C.
Author of "LUI KING,"
"The Flight of an Arrow," &c.
Price \$3.50.

THESE TALES are not the written tissue of the writer's brain, but are veritable STUDIES FROM LIFE, from the author's large observation among the sort of people depicted. The book reveals undercurrents and conditions of life in the Far East little known to the ordinary reader.

KELLY & WALSH, LTD.
Hongkong, 27th September, 1910. [1114]

TO LET

TO LET.

KING'S BUILDINGS.

OFFICES facing the Harbour lately in occupation of Messrs. JARDINE, MATHESON & Co., Ltd.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
Hongkong, 1st October, 1910. [89]

TO LET.

MODERATE RENTAL.

HOUSES in Observatory Villas (5 Rooms), Kowloon. Electric and Gas laid on, Tennis Court.

Apply to—
ARRATON V. APCAR & Co.,
14, Des Voux Road, Central, 1st Floor.
Hongkong, 28th July, 1910. [876]

TO LET.

SELF-Contained FLATS, NATHAN ROAD, Kowloon, with Gas, Electric Light and Telephone in each Flat.

Apply to—
J. HENNESSY SETH,
No. 4, Ice House Street.
Hongkong, 2nd July, 1910. [795]

TO LET.

NOS. 19 and 23, SHELLEY STREET, new 5-Roomed Houses.
1 HOUSE in Belilos Terrace.
OFFICE in BRACONFIELD ARCADE (Shop).
C. M. S. PEAK BUNGALOW, MOUNT KELLET, Furnished, for 7 months from 1st November, 1910.

No. 57, PRAYA GRANDE, Macao.
FOR SALE—Posse Chrest, at Peak, commanding a Magnificent View of the Harbour and Adjacent Islands.

Apply to—
LINSTAD & DAVIS,
3rd Floor, Alexandra Buildings.
Hongkong, 17th September, 1910. [91]

TO LET.

GODOWN, No. 54, DUDELL STREET.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
Hongkong, 1st October, 1910. [88]

TO LET.

NEW and COMMODIOUS SHOPS, Nathan Road, Kowloon. Immediate Possession. Cheap Rentals.

KOWLOON MARINE LOT 43, Taumati, Area 85,200 square feet with 255 feet Sea Frontage. Especially suited for Storage of Coal, Timber, &c.

Apply to—
HUMPHREYS ESTATE & FINANCE COMPANY, LIMITED.
Hongkong, 1st December, 1909. [790]

TO LET.

"HOMEVILLE," 153, WANCHAI ROAD, TEN ROOMS. Good View of Harbour.

Apply to—
ARRATON V. APCAR & Co.,
14, Des Voux Road Central.
Hongkong, 24th September, 1910. [1124]

TO LET.

NO. 21, CONDUIT ROAD, Clifton Gardens.

Nos. 1 and 2, BOWEN ROAD, lately occupied as Artillery Officer's Quarters. Suitable for Boarding House.

GODOWNS, 151 to 155, PRAYA EAST. OFFICES No. 2, Connaught Road, 3rd Floor.

A HOUSE in Wong Nei Chung Road. OFFICES in York Building.

No. 10, DES VOUX ROAD CENTRAL, 1st floor.

SEMI-EUROPEAN FLATS, Praya East, corner of Observation Place. The Trams stop at the door.

Also New EUROPEAN FLATS, adjoining the new Seaman's Institute, Praya East.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
Hongkong, 1st October, 1910. [87]

TO LET.

OFFICES, Hotel Mansions.

Apply to—
HENRY HUMPHREYS,
Alexandra Buildings.
Hongkong, 2nd February, 1910. [151]

TO LET.

GODOWN, No. 4, New Praya, Kennedy Town.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
Hongkong, 1st October, 1910. [994]

TO LET.

IN No. 5, QUEEN'S ROAD CENTRAL, Victoria Building, ROOMS suitable for Offices.

One GODOWN in MASON'S LANE.

Apply to—
DAVID SASSOON & Co., LTD.
Hongkong, 8th March, 1910. [35]

ORANGES

"WASHINGTON NAVAL"
30 Cents Per lb.

APPLES

"TASMANIAN STURMERS"
20 Cents Per lb.

THE DAIRY FARM CO., LTD.

[42]

INTIMATIONS

SPECIAL SALE OF WORK IN THE ORPHANS AND THE HOME FOR THE DESTITUTE.

THE SUPERIORESS and SISTERS of the ITALIAN CONVENT have the honour to announce that their Annual Sale of Needlework, comprising Ladies' and Children's Dresses, Embroideries, Table Covers, Handkerchiefs and a variety of articles suitable for presents, will be held at the Convent on the 1st, 3rd, and 4th October next, commencing each day at 10 a.m.

The Superiress and Sisters beg to solicit the patronage of a generous community to aid the work of providing for the maintenance of the large number of Orphans at the Convent and its outlying branches, and the helpless Aged and Infirm in the Home of the Destitute at Wanohai.

ITALIAN CONVENT,

28, Caine Road.
Hongkong, 23rd September, 1910. [1117]

NEW CARTRIDGES.

BY popular English Manufacturers. In all Bore and Sizes.

SMOKELESS POWDERS and CHILLED SHOTS. From No. 10 to 88SG. at \$6, \$7 and \$7.50 per 100. SPORTING REQUISITES and AIR GUNS in Variety.

Inspection Invited.

WM. SCHMIDT & Co.
Hongkong, 26th October, 1906. [545]

BANKS

NEDERLANDSCH-INDISCHE HANDELSBANK.
(NETHERLANDS INDIA COMMERCIAL BANK).
ESTABLISHED 1863.

Authorised Capital Fl. 15,000,000 (£1,250,000).
Subscribed Capital Fl. 12,378,100 (£1,031,500).
Reserve Fund Fl. 2,754,539.09 (£229,526).

HEAD OFFICE: AMSTERDAM.

HEAD AGENCY: BATAVIA.

LONDON BANKERS.

THE WILLIAMS BANKING BANK.

SWISS BANK CORP.

BRANCHES AND AGENTS all over the World.

THE BANK transacts every description of Banking and Exchange business, receives money in Current Account at the rate of 2 per cent. per annum on Daily balances and accepts Fixed Deposits at the following rates:—

12 months 4% per annum.
6 do. 3½% do.
3 do. 3% do.

C. WOLDRENGH, Manager,
No. 16, Des Voux Road Central.
Hongkong, 4th August, 1909. [123]

THE BANK OF TAIWAN, LIMITED.

(INCORPORATED BY SPECIAL IMPERIAL CHARTER).

Capital ... Yen 10,000,000
Capital Subscribed (paid up) ... Yen 6,250,000
Reserve Fund ... Yen 2,450,000

HEAD OFFICE: TAIPEH, FORMOSA.

BRANCHES AND AGENTS:

Amyoy Swatow Taiwan
Amoy Swatow Taiwan
Canton Kobe Tamsui
Fookchow Nagasaki Tokyo
Keelung Osaka Yokohama
Shanghai

HONGKONG OFFICE:

3, DES VOUX ROAD.

Interest allowed on Current Accounts Deposits received on terms which may be had on application.

D. TORROW, Manager.

Hongkong, 12th September, 1910. [591]

INTERNATIONAL BANKING CORPORATION.

CAPITAL PAID UP ... Gold \$3,250,000
RESERVE FUND ... Gold \$3,250,000
(about \$1,500,000.)

HEAD OFFICE: 60, Wall Street, New York.

LONDON OFFICE: Threadneedle House, E.C.

LONDON BANKERS:

BANK OF ENGLAND.

NATIONAL PROVINCIAL BANK OF ENGLAND, LTD.

THE CAPITAL & COUNTIES BANK, LIMITED.

BRANCHES AND AGENTS ALL OVER THE WORLD.

The Corporation transacts every description of Banking and Exchange Business, receives money on Current Account at the rate of 2 per cent. per annum on daily balances and accepts Fixed Deposits at the following rates:—

For 12 months 4½ per cent. per annum.
For 6 " 3½ " " "
For 3 " 3 " " "

N. S. MARSHALL, Manager.

No. 9, Queen's Road, Central.
Hongkong, 17th August, 1910. [854]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3½ per cent. per annum.

Depositors may transfer at their option balance \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 per cent. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION.

N. J. STABB,
Acting Chief Manager.
Hongkong, 16th July, 1910. [19]

BANKS

THE MERCHANTILE BANK OF INDIA, LIMITED.

AUTHORISED CAPITAL ... £1,500,000
SUBSCRIBED ... 1,125,000
PAID-UP ... 562,500
RESERVE FUND ... 285,000

BANKERS:

LONDON JOINT STOCK BANK, LIMITED.

INTEREST allowed on Current Accounts at the rate of 2 per cent. per annum on the Daily balance.

ON FIXED DEPOSITS:—
For 12 months ... 4 per cent.
For 6 " ... 3½ per cent.
For 3 " ... 3 per cent.

EVAN ORRISTON,
Manager.
Hongkong, 26th April, 1910. [21]

THE YOKOHAMA SPECIE BANK LIMITED.

CAPITAL PAID-UP ... Yen 24,000,000
RESERVE FUND ... 16,660,000

HEAD OFFICE—YOKOHAMA.

BRANCHES AND AGENCIES.

Tokyo London Osaka
Nagasaki San Francisco Lyons
New York Shanghai Yok

KOWLOON-CANTON RAILWAY.

HISTORY OF THE UNDERTAKING.

THE OPENING OF THE BRITISH SECTION BY H.E. SIR HENRY MAY, K.C.M.G.

Ten years ago there were not five miles of railway in operation throughout the entire length and breadth of the vast empire of China; to-day something like five thousand miles of railway are open to traffic or in course of construction. No longer are the people of China hostile to railway projects in any part of the country; their eagerness to have them indeed is only bounded by want of capital to construct them and, here and there, by an intense reluctance to borrow foreign capital on the terms capitalists consider will adequately guarantee the safety of their

1898 a concession to build a line connecting Canton with Kowloon. Hongkong hailed the news with great satisfaction, for this railway connection was seen to be absolutely necessary if this Colony was to maintain in the future its position as the great distributing centre of the foreign trade of South China.

Time passed, but the British & Chinese Corporation did nothing to materialise their plans. They had no doubt formed an estimate of the cost of construction, they had investigated, too, so far as it was possible the pro-

supply the natural seaport terminus to the great arterial line to Hankow, last possible developments be sought inimical to the interests of Hongkong. We have not built up our Empire by being haggards in the race for developments necessary for the expansion of the trade of the world, and 'letting I dare not wait upon I would' has never conquered a position nor retained it for either men or nations."

Even this patriotic appeal failed to spur the Corporation into action. The China Association from the first had very strongly advocated the railway and did all in their power to impress upon the Home Government how vitally important it was to the Colony that there should be no further delay in commencing the construction of the line. The Chamber of Commerce also urged the Government to take action in the matter. It was the Hon. Mr. Gershom Stewart who first publicly suggested the idea—though it would seem that the suggestion had

anxiety in the minds of all persons interested in the welfare and prosperity of the Colony, not alone on account of individual losses which would ensue from the enormous depreciation of property and investments, but also because of the severe blow it would inflict on British influence and prestige throughout the whole of China. This possible calamity—should, the Committee think, be provided against at once and for all time. They have, therefore, come to your Excellency this afternoon with certain concrete suggestions which they trust will meet with your approval, and if accepted by the Colonial Office many remove the black cloud which now hangs over Hongkong. If the transfer of the Canton-Hankow railway to the Belgians cannot be averted, it might be advisable to negotiate with that Syndicate for a junction with their line to ensure Kowloon being made the terminus of the trunk line; and 'failing

the matter before His Majesty's Government from every possible point of view. He had calculated that the Colony itself without any assistance could easily guarantee five years' interest on the expenditure on the line from the date of its completion, and he had asked the Imperial Government to guarantee interest at 3 per cent. for another period of five years. He did not see why the British Government should not get for this Colony the permission to extend a railway from Kowloon to the border on through Chinese territory to Canton, just as the French Government had obtained permission to extend their colonial railway into Yunnan.

term "other railway purposes" puzzled the community until it became known that the Chinese, who were daily demonstrating a bitter hostility to the transfer of the Hankow-Canton railway concession to the Belgians, had persuaded the American China Development Co. to surrender it to China on payment of compensation. That compensation was fixed at \$5,750,000 gold, and the Government of Hongkong agreed to lend this sum to the Viceroy of Wuchang (Hankow) on the security of the opium revenue of the provinces of Kwantung, Hupeh and Hunan. The loan, which bears interest at the rate of 4½



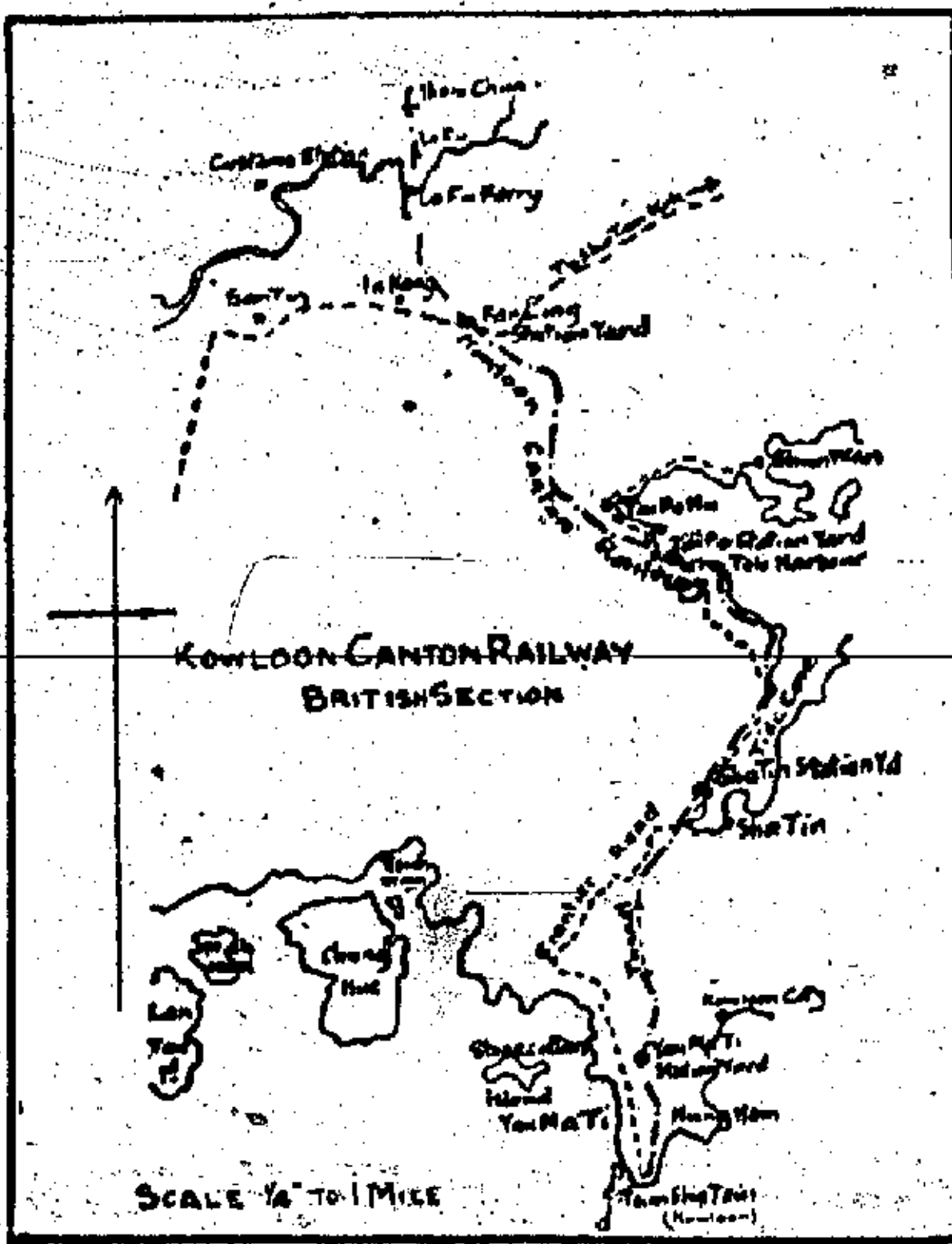
A Typical Station.

funds. The iron horse has indeed proved an educational force of incalculable value, in China. It is drawing the people out of rut centuries old and enabling them to strike out along new paths. Wherever there is a railway in China we see the whole aspect of life undergoing a change.

Many in Hongkong had long desired to see this Colony foremost in setting an example to China in this connection by a railway to Canton. Many years ago the Hon. Mr. Wei Yuk, C.M.G., was prominently identified with such a project, but the time was not ripe. When the

posts of the line, and presumably regarding them as not very good, lay low and said and did nothing. Not even the commencement of operations by the American China Development Co. on the grand trunk line from Canton to Hankow served to call forth from the British & Chinese Corporation any sign of activity or interest in the scheme on which was believed to largely depend the fate of the Colony of Hongkong.

There were murmurings deep and loud in the Colony over this grievous inaction. Sir Henry Blake was the Governor of the day and his term



Route of the Line to the British Frontier.

already been confidentially made to the Government by Sir Henry May—that the Colonial Government should seek to get the concession granted to the Corporation transferred to itself, or to a Company specially formed to construct the line, over which the Colonial Government could exercise some control in exchange for the Colony's guarantee of a certain interest on the cost of the construction. In May, 1904, a deputation from the China Association, consisting of Messrs. R. C. Wilcox (Chairman), D. R. Law, H. E. Tomkins, E. S. Wheeler, A. G. Wood, G. W. F. Playfair and the Hon. Mr. Gershom Stewart,

the accomplishment of this point every effort should be made to secure all railway rights on both sides of the river south of Canton. In the opinion of the Committee, if the British & Chinese Corporation are unable to promptly utilise the concession they hold, they should be asked to surrender it, either to a Company specially formed for the purpose over which the Colonial Government could exercise some control in exchange for the guarantee of a certain interest on the cost of construction, or to the Colonial Government itself to make the line. The cost of the railway has been estimated at one million and



North Face of Beacon Hill Tunnel (Shatin Valley).

frontier of Hongkong at Kowloon was pushed back to the present boundary the idea of railway connection with Canton was revived, and when in the latter 'nineties the world's attention was concentrated upon China, where the Powers were marking out their "spheres of influence" and planning the peaceful conquest of these spheres by railways rather than armies, the British & Chinese Corporation came into existence to compete in this exploitation. It was at this time that the vision of a grand trunk railway from Canton to Hankow first appeared, or at least began to take form, and the British & Chinese Corporation obtained in

of office was about to expire. His Excellency expressed the unanimous opinion of the Colony in his valedictory address when he said:

"Great as is the importance of the structural improvement of Hongkong, there is a matter of greater and more pressing moment that I wish to bring forcibly before you in these last moments before I leave these shores. That is, the pressing necessity of utilising the British concession that has been granted for a railway from Canton to the borders of this Colony. That concession has been granted to a British Syndicate, and it is their duty to utilise it and



No. 3 Tunnel, 3½ miles from Taiipo.

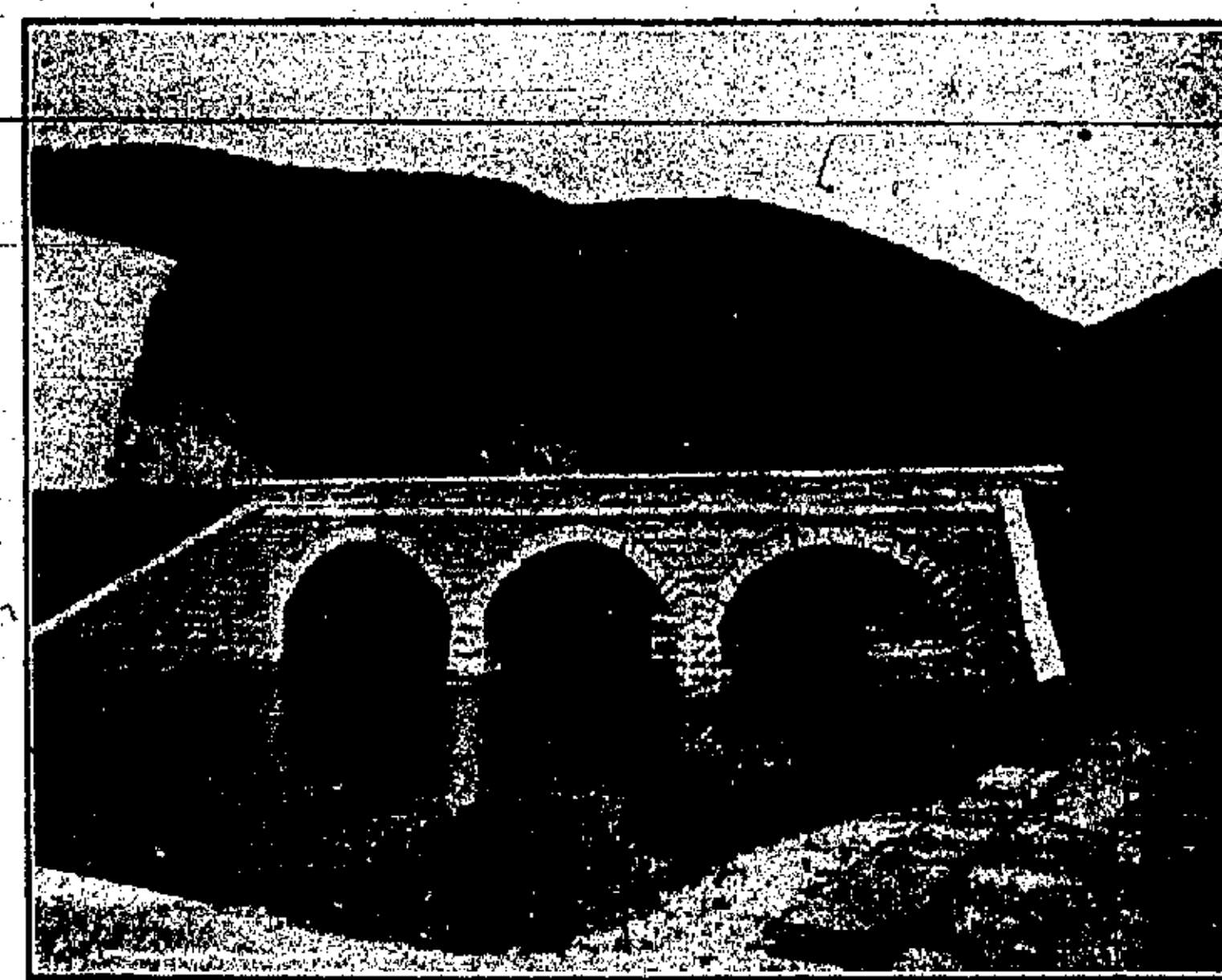
waited upon H.E. the Officer Administering the Government, Sir Henry May, and laid before him the view we have outlined.

Just about that time reports were current that the Belgians had acquired from the American syndicate a controlling influence in the great trunk line project from Hankow to Canton and as the Belgians in this matter were popularly supposed to be the agents of Russia, the news created no small amount of uneasiness in this Colony as well as among the Chinese along the line of the railway route. The deputation represented to the Officer Administering the Government that if the transfer to the Belgians were allowed it would be quite possible for them to re-transfer the railway to any foreign Government ready to give them a fair profit on the transaction, and in this way the whole of the Trunk Railway of China might fall under the control of a Power avowedly hostile to British interests. Mr. Wilcox, as the spokesman of the Deputation, presented the case in the terms following:—

"We may be sure that what is feared now would certainly come to pass, and a seaward inlet found and port created at some point below the Bogue, or at some place on the coast to which ocean-going vessels could resort. The bare possibility of a such a contingency is sufficient to arouse the liveliest

a half sterling, and the annual cost to the Colony of a guarantee of, say, 4 per cent. on this amount, at, say, an exchange of 1s. 8d., would be only \$720,000 per annum, and it may fairly be assumed that the earnings of the line would be more than sufficient to pay running expenses at once, if they did not immediately ensure a return of interest on capital. This would form a justifiable risk in the nature of an insurance against an opposition port being created; it would, moreover, lead to a certain and important development of the Kowloon hinterland; it would give an impetus to the industries that have sprung up on the peninsula; and it would not fail to stimulate the growth of the Colony as a whole. Even supposing that the worst should happen, and the line only pay working expenses, the advantages to the Colony would fully compensate for the outlay; while, as a contribution towards upholding British prestige in the Far East, the Imperial Government might perhaps be induced to make some concession in the annual military contribution until the railway returned at least 4 per cent. on its cost."

The Deputation found Mr. May (now Sir Henry May), the Officer Administering the Government at the time, entirely sympathetic. He acknowledged it to be the most vital question confronting the Colony, and said he had put



A Typical Bridge (near Tai Wai).

The upshot of all the discussion, as we all know, was that the Chinese Government was prevailed upon to proceed with the construction of the line from Canton to the Kowloon frontier with capital lent by the British & Chinese Corporation on conditions which required the construction of the line under British supervision, while the Colony became responsible for the construction of the section of the line within British territory. Sir Matthew Nathan, when he came out to take up the Governorship in succession to Sir Henry Blake, made in his first speech the welcome announcement that he looked

per cent., is redeemable in ten years, and is being repaid in half-yearly instalments. Great Britain was accounted to have done a fine stroke of business by lending this money, for in grateful appreciation of the act the Viceroy of Wuchang guaranteed the Yangtse region as a British sphere of railway enterprise. But promises are too often like pie-crust, and this one was made but to be broken. From the point of view of Hongkong, however, we have every reason to be thankful that the British Government of the day was induced to consent to this loan being made, for it has manifestly averted the dangers which were



Tunnel near Taiipo.

upon the completion of the railway which was to connect the Colony with Hongkong as the most important among the public works on the list.

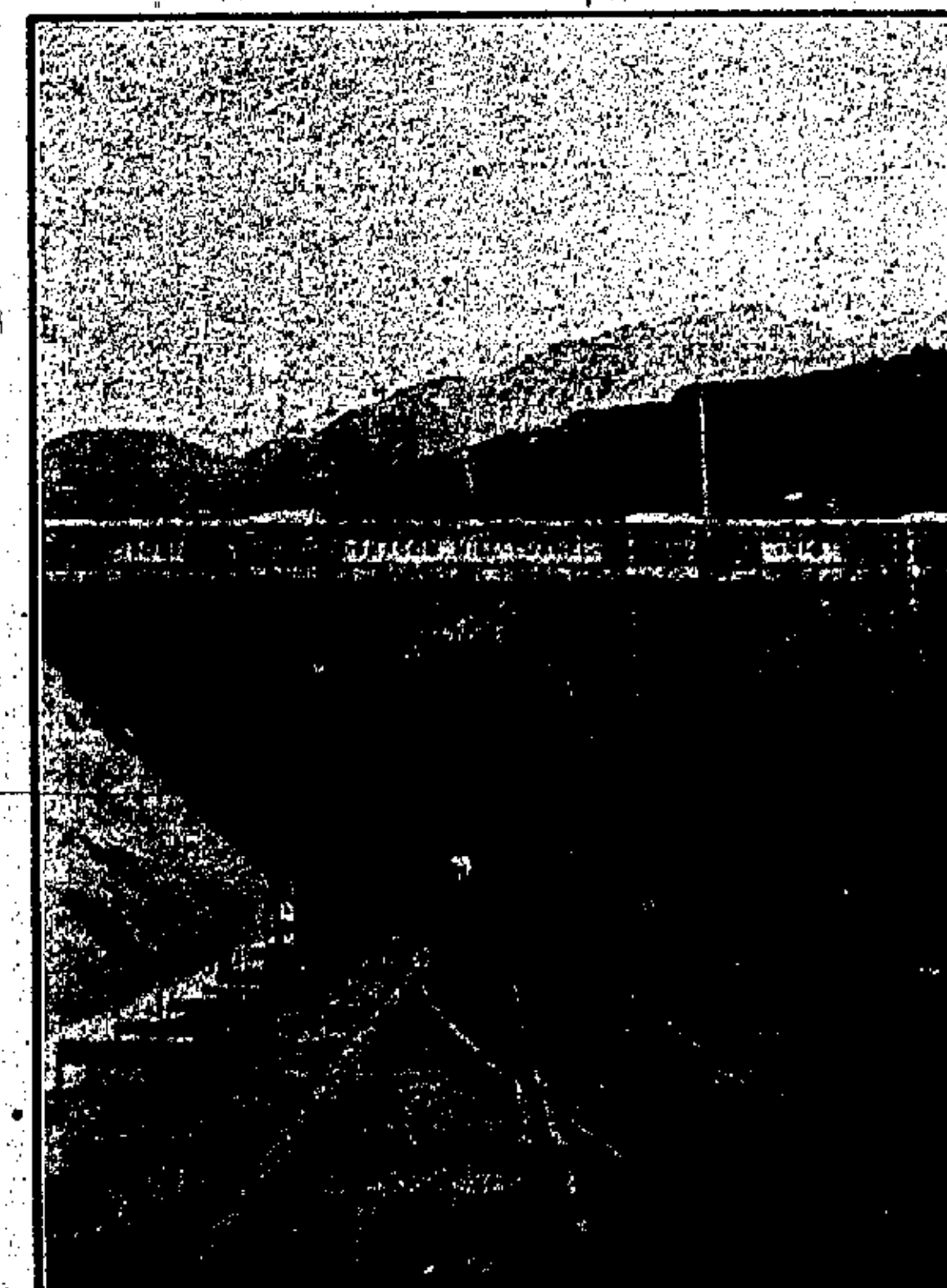
On October 15th, 1905, the Legislative Council passed a Bill authorising the borrowing of a sum not exceeding two million pounds for the purpose of defraying the cost of the construction of the Hongkong Section of the Kowloon-Canton railway, and "for other railway purposes," and the Bill passed its three readings on one day without discussion. It was then understood that the British Section would cost about half a million pounds sterling, and the

threatening the continued existence of Hongkong as the great trade emporium of South China.

Sir Matthew Nathan threw himself into the railway project with great enthusiasm. A Royal Engineer himself, he thought he could accelerate its construction by making a start with some of the earthworks. This was done under the supervision of the Public Works Department (Mr. E. W. Carpenter), but when Mr. G. W. Eves was sent out by the Crown Agents to make detailed surveys and to superintend the construction of the line as resident engineer, he deemed an alteration of the alignment necessary



One of the Locomotives.



Entrance to Beacon Hill Tunnel.

and this rendered, unless the greater part of the work that had been done in the previous three or four months.

Questions were asked in the House of Commons on the subject, and particularly as to why the railway was being constructed by the Crown Agents rather than by the Colonial Government, but this policy was defended on the usual grounds both in the House of Commons and the Legislative Council of the Colony.

The Colony was happy, however, in the knowledge that the work was going on. Within two years, Sir Matthew Nathan was transferred to Natal, and was succeeded by Sir Frederick Lugard, whose interest in the progress of the work has been equally keen. All was not sunshine, however. Dark shadows appeared when it was disclosed that deviation from the original plans had led to an enormous increase in the estimated cost of the railway, and these shadows grew darker still when it became public knowledge that several of the bridges were defective, and had to be blown up and rebuilt. It should be made clear that practically the only responsibility which the Colonial Government had in the construction of the railway was the responsibility of finding the money. When this matter of the defective bridges was a topic of conversation, H. E. the Governor (Sir Frederick Lugard) explained in the Legislative Council that according to the memorandum issued by the Colonial Office, technical responsibility for work undertaken by the consulting engineers rests upon them. Direct intervention by the Colonial Government was only justified in case of urgent necessity: if the Government believed the quality of the work to be unsatisfactory it would be beneficial for it to intervene. Such an occasion arose, in the judgment of the Governor, when the bridges were reported by an expert committee to be defective and, as before stated, they were rebuilt. As, however, it appeared that the cost of reconstruction would have to be borne by the Colony, it was not poor satisfaction to the taxpayers to be told that the "responsibility" rested upon the consulting engineers. Apart from this, however, there is the authority of the Chief Engineer of the Chinese section for the statement that the British section is a "lasting monument to British engineering."

The British section extending from Kowloon to Samohin via Tai Po is 22 miles in length. In all there are five tunnels, the longest of which, the Beacon Hill tunnel, is 7,256 feet. The others vary from 924 to 150 feet. Two of them were driven through rock, while the operations on the others found disintegrating granite alternating with the solid rock. With the exception of the Beacon Hill tunnel, all were cut wide enough to accommodate a double track, and the span of the arch in each is 35 feet. The cuttings are also 35 feet wide.

The interest in the construction work on the British section of the line centred in the Beacon Hill tunnel, the construction of which has been described as one of the greatest engineering feats accomplished in the East. Besides a large expenditure of money the construction of this tunnel demanded its toll of human lives during the twenty-eight months occupied in making it. In the early days malaria was rife, European and native alike suffering severely. Medical supervision was not wanting, for, in addition to a European medical officer in charge, there were Indian and Chinese graduates at different sections of the line, one being permanently stationed at the north face of the tunnel at Shatin. A sanitary staff, under the supervision of a sanitary inspector, was also kept busily employed draining the paddy fields in the vicinity of the line, keeping the coolie lines clean, and doing other hygienic work.

The original estimate for the construction of this tunnel was exceeded by nearly a million dollars. The final estimate was three million dollars for this one and a quarter miles of tunnelling, which works out at about £200,000 per mile. Adding to this the cost of laying the permanent way and the proportionate share for the tunnel's length of the general charges of the railway, the cost of this tunnel does not fall far short of one third of the total cost of the British section. At first labour was found to be dearer than anticipated, and exceedingly hard rock was encountered, making it very slow and arduous work. The operations were latterly supervised by a skilled superintendent, and under his direction the work was pushed ahead faster than ever before.

On the afternoon of May 17th, last year, the big tunnel was pierced, and the occasion was made one of general rejoicing by the railway staff, a special ceremony being held subsequently when a number of ladies and gentlemen passed through the tunnel. Mrs. Eves, wife of the chief resident engineer, cutting a tape barrier and leading the guests through to the north face at Shatin. After the piercing, opening operations were proceeded with, and then followed the brick-laying and the laying of the permanent way. No time was lost in pushing ahead this work, and some nine months later his Excellency Sir Frederick Lugard laid the last brick at an informal ceremony which was attended by a few members of the Legislative Council, and by representatives of the railway staff.

When the Governor put this finishing touch to the undertaking he congratulated the men who had accomplished it, complimenting especially Mr. Waite, the tunnel superintendent, and Messrs. Logan, Baker and Southey, the engineers. That small function celebrated the completion of the most difficult part of the British section of the railway, but, as his Excellency then said, the more important ceremony would be deferred until a future occasion. It took place on Saturday, October 1st, 1910, and constitutes a red-letter day in the history of the Colony. In the construction of the minor tunnels little difficulty was experienced, with the excep-

tion of the one at Tai Po. There extra expense was incurred on account of heavy landslips in the vicinity, owing to the slushy clay which formed the hillside. This necessitated very elaborate timbering.

Reverting to the question of cost, we give below a comparative table of estimates made in 1905, 1907 and 1909, respectively:—

	1905	1907	1909
Survey	27,642.00	42,207.65	42,207.65
Land	10,656.00	1,063,331.02	1,105,373.20
Earthwork	1,650,902.00	2,500,000.00	2,338,170.00
Tunnels	1,024,806.00	2,353,416.00	3,109,924.00
Buildings and Canteens	82,500.00	82,500.00	82,500.00
Tools	212,656.00	1,033,077.67	1,082,014.50
Electricity and Cables	—	32,500.00	32,500.00
Telegraphs	—	38,500.00	32,500.00
Station Buildings, Signaling and Furniture	710,024.00	915,934.94	834,320.21
Workshops and Stores	—	493,349.00	464,093.47
Plant, including rolling stock, etc.	—	714,000.00	611,440.00
General charges, including salaries, quarters, office-mess, and other expenses	105,000.00	450,234.38	434,444.58
Home charges	—	70,000.00	74,725.20
Accounts	—	4,212.37	4,241.53
Damages, etc.	—	—	—
Total	5,064,574.00	9,566,253.53	11,064,123.00

It has been explained by his Excellency the Governor that the 1905 estimates were based on a rather indefinite preliminary survey, and that they did not make provision for rolling stock, shops, &c. (which, it may be remarked, figure in the latest estimate for a total of about a million dollars). The preliminary estimate was made by Mr. Bruce, an experienced railway engineer (sent out by the Consulting Engineers to the Crown Agents), and the Hon. Mr. Chatham (Director of Public Works) assisted him in framing the estimates for the land and earthworks. It was not until June, 1907, that the first comprehensive estimate was submitted by Mr. G. W. Eves, then Chief Resident Engineer, and this amounted to \$8,000,542, but did not include rolling stock or workshops. In his speech at the opening ceremony, Mr. E. S. Lindsey, the General Manager of the line dealt with the question of cost, saying that it compared favourably with the cost of similar work elsewhere. The speech is fully reported in another column of this page.

SOME TECHNICAL DETAILS.

The following technical details concerning the line may not be without interest to some of our readers:—

The steel used is the English standard tee rail weighing 85 pounds to the lineal yard, each rail being 35 feet in length. They are laid with matched joints, and ordinary angle bars are utilized. Suspended joints are the standard, and five-eighths spikes with chisel point and ordinary hook head are used.

The embankments throughout are 17.5 feet wide designed for a single track, except where material was available from the cuttings, in which instances they were widened to 30 feet so as to accommodate the proposed double tracking. The labour used in the construction across the paddy fields was mostly comprised of native women and the vehicle the native basket. The material used in the fields consisted of mud; on slopes, turf; and the rest of the embankment is built largely of disintegrated granite. The earth from the heavy cuttings was transported generally in small dump carts propelled on a two foot gauge track by coolies. These carts were supplied by Arthur Keppel, Berlin.

The labour for the tunnel work was at first imported from India, as the local natives could not be induced to undertake underground work. Finally, some of the coolies returned from South Africa replaced the Indians, as the former had become expert at this work. Compressed air plants were installed at the end of the big tunnel to operate the pumps and the drills. Railways were installed to handle the dirt and rock. Contracts for portions of the work on the smaller tunnels were let to Italian contractors.

The bricks used were manufactured by the company in its own brick plant and were transported in bullock carts. This means of transport was found satisfactory and economical.

The reclamation work, which is to provide a terminal yard at Kowloon with seven or eight miles of sidings, is nearly completed, and the work was expedited by utilizing a standard gauge track from the heavy cutting to carry the earth, etc., for the fill. Heavy wooden dump carts hauled by switch engines were used, the rails being now used on the permanent way and the switch engines from part of the company's regular rolling stock. Sidings have also been provided to connect with the warehouses and godowns.

Along the 22 miles of line there are seven stations, including the terminal station at Kowloon. These stations are built of brick and are of a substantial character.

THE ROLLING STOCK.

The rolling stock is of British standard. The carriages, about which there was so much anxiety on account of the delay in the arrival of the wheels and axles, seem comfortable and well adapted to travel in this climate. They are eight in number, and, as is generally known, their frame work was constructed by the Hongkong and Whampoa Dock Company. The goods waggon number about twenty-five and are strongly built. There are four main line engines, two being large tank engines of 89 tons each. They are capable of running to Lona without taking water or running short of coal.

A feature which should impart additional confidence in the new service is that in addition to the locomotive, superintendent two European engine drivers are engaged. They take charge of the locomotives and have, of course, Chinese assistants.

PERSONNEL.

The principal men who have been engaged on the enterprise are:—

Mr. J. C. Bruce, C.E., who made the original survey.

Mr. G. W. Eves, chief construction engineer.

Mr. E. S. Lindsey, present general manager.

Mr. M. H. Logan, engineer.

Mr. R. Baker, engineer.

Mr. Southey, engineer.

Mr. F. W. W. Valpy, engineer.
Mr. Steen, engineer.
Dr. Hartley, medical officer.
Mr. E. J. Richards, assistant engineer.
Mr. Waite, tunnel superintendent.
Messrs. Leigh and Orange, of Hongkong, have carried out some important work on the line, including the construction of a small tunnel and the reclamation of 41 acres of foreshore at Kowloon.

Although Mr. E. S. Lindsey, the present Chief Resident Engineer and General Manager, did not inaugurate the undertaking, he is entitled to credit for the considerable share which has fallen to him. He has co-ordinated most successfully the ideas of other men, improved upon what they commenced, and has happily consummated an enterprise about which no little pessimism was at one time felt. He possesses the gift of getting the best and the most out of those under him, and Mr. Lindsey has every reason to feel satisfied with the results which have been attained up to the present. He was associated with a number of important railway works in India, involving considerable cutting, and tunneling and was also agent for Messrs. Farvie & Company. Returning to Government service, he was engaged as district engineer on the Travancore Branch of the South Indian Railway, and on completion of that line in 1902 he was appointed departmental chief engineer in the South Indian Railway, subsequently acting as chief engineer for two years. Then he went home on leave, and while there he was lent to Hongkong by the Indian Government.

Mr. R. Baker, who came with considerable experience in railway work in India and at home from the Straits Settlements, was assistant engineer till the end of 1909, and since then has been in charge of operations at the Kowloon end of the line.

THE CANTON SECTION.

By the terms of the agreement between the Chinese Government and the British and Chinese Corporation provision was made for a loan of £1,500,000, redeemable within thirty years from the 7th of March, 1907, by annual drawings commencing in 1920, in accordance with the amortisation table annexed to the agreement. The price of the bonds to the Corporation was 94 per cent. of their nominal value; while the loan, which bears interest at the rate of 5 per cent. per annum, is to be secured by a mortgage on the whole undertaking and unconditionally guaranteed by the Chinese Government. The administration of the railway is vested in "a Chinese managing director (appointed by the Viceroy) with whom will be associated a British engineer-in-chief and a British chief accountant"; provision being also made for working arrangements to be entered into between the Governor of Hongkong and the Viceroy of Canton for the joint operation of the British and Chinese sections.

The line, when completed to the junction with the British section at Samohin, will in its 89½ miles contain, including terminals, 15 stations and 11 halts. The main difficulty experienced in building this line has been the large amount of bridge work that has had to be negotiated. In the second district, from mile 31 to mile 50, there is a total girder opening of 3,200 feet. The main bridge over the East River at Shaking is proceeding satisfactorily, the foundations being nearly completed and the delivery and erection of steel work for the large spans having commenced. It is expected to form the through connection with the British line to Hongkong in July, 1911.

THE CANTON-KOWLOON RAILWAY.

The Canton-Kowloon railway, as already explained, will eventually connect with the great trunk line which will run from Canton to Hankow, a distance of about 750 miles. The construction of this great arterial line is slowly progressing.

Trains are now running to Wongshek, a market town on the North River, 55 miles by rail from Canton. Construction, however, is practically finished to Ying Tak, 90 miles from Canton, and about one-third of the whole distance to the boundary of the province. Ying Tak is a district city of some importance, and the opening of the station there will have the effect of bringing places up the river some three days nearer Canton. Construction is also proceeding, though less energetically, on the next 30 or 40 miles.

No fast trains are run at present, but a speed of 40 to 45 miles is attained in places by the local trains, which cover the whole distance of 55 miles in 3½ hours. The company during the Chinese year 1909-10 carried 1,456,466 passengers and received in passenger fares and freight \$234,291.90, an average of over \$24,500 per month. This amount represents principally short-distance passenger traffic, and should increase considerably when the town of Ying Tak, above referred to, is reached.

THE OPENING CEREMONY.

The event which has been anticipated so many months was happily consummated on Saturday. The British Section of the Kowloon-Canton Railway was officially opened in the presence of a large gathering of Europeans and Chinese. The ceremony took place on the piece of vacant land adjacent to the Post Office. Here an enclosure had been made and a temporary platform erected. The guests were accommodated within the enclosure, which was lined by Indian troops, but outside large numbers of the community had assembled and were interested spectators of the historic proceedings. A strip of crimson cloth from the railway lines formed a path across the roadway along which the guests made their way. Music was discoursed by the Mahatras Band, and the playing of the national anthem shortly before three o'clock announced the arrival of H.E. the Officer Administering the Governor. He was accompanied by Lady May, who was presented by Master Peter Baker,

the son of the assistant engineer, with a beautiful bouquet. The party at once proceeded to the platform. These accommodated here, in addition to his Excellency and Lady May, H.E. Major General Broadwood, his Excellency Wei Han (late Managing Director of the Chinese Section of the Railway), who represented the Viceroy of Canton, Hon. Mr. W. Chatham, C.M.G., Hon. Mr. Murray Stewart, Hon. Mr. E. Osborne, Mr. A. H. Harris (Commissioner of the Imperial Chinese Maritime Customs), Col. C. W. R. St. John, Mr. E. S. Lindsey (General Manager of the Railway), the Hon. Mr. Wei Yut, Mr. J. W. Jamieson, C.M.G., H.B.M.'s Consul-General at Canton, and Capt. Garnett, A.D.C. to H.E. Sir Henry May.

The proceedings were commenced by Mr. E. S. Lindsey, who said:—"Your Excellencies, Ladies and Gentlemen.—We are assembled to-day to send forth on its prosperous career the latest off-spring of your prolific Colony. For the past four years the upbringing and education of the child has been proceeding in the New Territory, and although during this period the youngster has not been altogether free from infantile troubles—severe chills from typhoons, a little dyspepsia now and then, and other ills that a young and growing railway is heir to—its sound constitution has pulled it through, and with sinews of steel it stands before us a promising youngster full of 'go,' and ready to start on the journey of life. (Applause.) Even the most prosperous careers have their set-backs, and it is not to be expected that that of our young friend will be an exception, but its parents and guardians are not hysterically inclined, and as long as it keeps steadily on its way, refrains from going off the track—even occasionally—there is no reason to doubt that it will eventually settle down into regular and comfortable practice, and amply repay those that have done so much for it. And as in the life of all a union is desirable, we will hope that are long a suitable one will be forthcoming from across the frontier. There may be some in this assembly who may assert that they travel the fastest who travel alone, but I would remind them that it is equally true that who they travel fast, travel light—and that in this case unity means strength in bearing each other's burdens, and the prosperity of the countries which union represents. In the year 1898 the British & Chinese Corporation obtained a concession for the construction of a railway between Canton and Kowloon. Much delay, however, ensued in negotiating with the Chinese section, and it was not till 1905 that circumstances justified the commencement of construction of the British section. After protracted negotiations the agreement for the Chinese section was signed by the British & Chinese Corporation on the 7th March, 1907, and shortly after the construction of that section also was commenced. A good deal has been said off and on about the cost of the railway. Railways like this one, which are intended for the development of a district, usually do cost a good deal, and until that development is accomplished the traffic must necessarily be slight. The original intention is liable to be lost sight of when after a railway is finished: traffic sufficient to pay for its working and the interest on its cost is not immediately forthcoming. In order to give you some sort of idea as to whether the cost has been excessive or not it will be well to have a brief and general description of what the enterprise really comprises. The length of the railway is 22½ miles between the buffer stop at Kowloon and the bridge over the river at Lona. At this end there is a reclamation 41 acres in area, extending between the deep sea frontage known as Blackhead's, the purchase of which is also included in the capital cost of the railway, and the new Gascoigne Road at Hungghom. Along the frontage of this there will be room for three deep sea berths where ships can come alongside jetties. The railway has had to provide for extensions of public works which the growing nature of Kowloon and Hungghom and Yau-mai demands. For 18 miles the railway runs through deep cuttings and on high banks where no other route was practically possible, and above all 1½ miles of the alignment is in tunnel, an abnormally high proportion. In addition to this the capital account has had to bear interest during construction, home charges and loss of exchange, which together amount to close on \$800,000. The cost of tunnelling has been very moderate, and of this there can be no sort of question. The cost of the reclamation works out to about 50 cents a square foot and compares well with the prices we have had to pay for land adjacent. The rates for earthwork and concrete are distinctly reasonable and the rolling stock has been supplied at a low tender. Taking, then, the cost of the enterprise when it is finished at \$12,000,000, let us first deduct therefrom the cost of that portion of the reclamation which does not form part of the railway proper, about \$600,000 (I am speaking in general terms); the cost of the deep sea berth at Blackhead's, about \$600,000; the cost of the tunnels, \$3,700,000; the proportion of interest and home charges due to the above (\$550,000), and with a few other items we get a sum of about \$5,500,000 to be subtracted from \$12,000,000, which gives \$6,500,000 as the cost of 22½ miles of untunnelled railway, inclusive of workshops and equipment. Now, if you were to add another \$1,000,000 to this amount you could convert the Kowloon-Canton railway into a doubled line along these 20½ miles, and the cost thereof would work out to about \$760,000 per mile as a doubled line of railway of a very heavy nature. If, however, you prefer to judge it as a single line and to make due allowance on the \$6,500,000, say, 25 per cent.—because the bridges have been built for a doubled line—you will get the cost of the single line of railway at \$4,925,000, or \$220,228 per mile; and I leave it to the competent to judge whether this figure compares favourably with the cost of similar work elsewhere. For my part I am sure it does (Hear, hear.) Too much of your time has I fear, been taken up, and I will therefore refrain

from worrying you with any more figures on traffic possibilities. So I will now ask his Excellency to declare the British Section of the Kowloon-Canton Railway open for public traffic. (Applause.)

H.E. SIR HENRY MAY, K.C.M.G., said:—"Your Excellencies, Ladies and Gentlemen.—Mr. Lindsey has briefly sketched the history of the Railway which I am asked to open to-day. I endorse his hope that the day is not far off when the British and Chinese Sections of this railway will be linked together and the line thrown open to the public for through traffic between Kowloon and Canton. Then will be the time to dwell on the benefits which this line will bring to us by linking our Colony to the neighbouring province of Kuangtung and by forming a part of the gigantic railway which we hope will soon extend without a break from Kowloon to Calcutta. But, as to-day we celebrate the opening to public traffic of the British Section only, I propose to confine myself entirely to a brief consideration of the advantages which, I confidently expect, will result from the construction of the 22 miles of railway now completed. This railway will serve to introduce many of you to the district beyond the Kowloon range of hills. That district has only been under British rule for a little over 11 years: its development on the broad and easy lines traced by that wise and far-seeing administrator, Sir Henry Blake, assisted by Mr. (now Sir) James Stewart-Lockhart, who seems to have a genius for organising economical administration, has been somewhat striking. It was necessary in the first place to insure somewhat heavy expenditure on police protection in order to make the Pax Britannica respected. This Sir Henry Blake rightly regarded as our first duty. Next it was necessary to survey this country and to investigate titles to land, settle them and draw upon accurate rent roll. In this work Mr. C. McI. Messer and Mr. C. Clement rendered invaluable service. To the credit knowledge of the latter of the Chinese law of land tenure the Colony owes the fact that fraudulent claims to large and valuable areas of foreshore extending from Yee-mun to Kowloon City and from Shamshui to Lai-chikok were disposed of in the Courts, the land being rescued for the Colony to the great benefit of the taxpayers. The number of holdings demarcated and adjudicated upon in the mainland district was 231,352. Simultaneously the work of administration had to be organised. It has been carried on in an economical manner by two officers at Tai Po, the Magistrate (now called District Officer), and the Assistant District Officer. In the former capacity the district has been fortunate in enjoying the services of Mr. E. R. Hallifax, who has displayed great tact without loss of the necessary firmness in handling the population. The latter post has of recent years been ably filled by Mr. S. B. C. Ross. The principal sources of expenditure have been, and still is, the maintenance of an adequate police force. Much of the success that has been achieved by the administration is due to the efficiency and tact of the police, whose presence the inhabitants now thoroughly understand and appreciate. In the suppression of robberies by gangs of armed men belonging partly to the district and partly to the contiguous Chinese Territory, the police have benefited by the friendly and effective co-operation of the Chinese officials across the border. The revenue collected last year in the mainland district you are about to visit from Land Tax, or Crown Rent as we call it, was \$81,000, and from all sources, including opium and liquor, \$158,000. This much more than covers the cost of administration and leaves a surplus for the development of the country. But if the development of the district has been satisfactory up to the present time, I venture to predict that it will be much more rapid and much more pronounced now that it has been made easy of access by means of this railway. The administration will be greatly facilitated, trade will be stimulated and the condition of the inhabitants must be improved by their being brought into close connection with the large market which Hongkong affords. We do not expect that this line by itself will pay remunerative interest on the large capital spent on its construction. But the indirect beneficial results to the Colony will, I think, be such as to recompense it in some measure for the large expenditure that has been incurred. All of us, Europeans and Chinese alike, have a feeling while residing in Hongkong akin to what the now historic Kowloon tiger would feel if he were caged. We want more elbow room. We need more frequent change of environment. This railway will enable some of us to take short holidays from our work—and from each other. (Laughter.) Others again will prefer to lead the simple life in the country, visiting Hongkong daily for their business. I expect, therefore, to see in course of time a great revolution in the social condition of the Colony. The country to which this railway will introduce you is to very beautiful. In the midst of it all, your far distant Highlands; the emerald mantle that it dons in summer rivals the emerald dress of comely Erin; the resounding ocean which washes its shores stirs the memories and the hearts of Englishmen. There you may taste of one of the sweetest joys in life—the enjoyment of Nature's beauty. And there, too, our Chinese citizens may change the restrictions which life in a large city is always subject to for the comparative freedom of a home in the country. This railway will in short bring to the inhabitants of the district greater ease and greater wealth. To you, my friends, who do not reside in the district, if it does not bring greater riches, it will bring what is better than gold and silver—the enjoyment of life and greater contentment of spirit. To these advantages will succeed a better understanding of the inhabitants of the district now opened to you, and in course of time closer intercourse and more intimate relations with the officials and people of the great Empire on your borders. The work that is this day consummated is an important step in the material improvement of the Colony which Providence has entrusted to our keeping. Let us not in this hour forget the men who have contributed to the work—Sir Matthew Nathan, whose foresight materially assisted

in the provision of funds to defray its cost and who initiated the work; Sir Frederick Lugard, under whose able control the work has been carried out; Mr. G. W. Eves, Mr. E. S. Lindsey, and their staff of engineers, who have completed a work which is a credit to British engineering. May this undertaking, under the guidance of Almighty Providence, bring to our dearly loved Colony increased prosperity and happiness. With this prayer on my lips I declare the British Section of the Canton-Kowloon Railway open for traffic. (Applause.)

The Band played the national anthem and the ceremony concluded. Afterwards the guests proceeded to the platform of the railway station and boarded the special train which was waiting. It comprised five carriages, which were taxed to their utmost capacity to accommodate the large number who had been invited to enjoy the opening run on the line. The engine was decorated with the Hongkong flag and the red ensign, and as it slowly steamed out of the station cheers were raised, only to be drowned by the reports of the detonators which immediately followed.

The train proceeded smoothly and steadily, and the passengers, who must have numbered close upon 500, much enjoyed the trip. It brought a revelation to many who had never gone beyond the range of the Kowloon hills, and the varied scenery, seascapes and landscapes, was greatly admired. When the train approached the frontier it was welcomed by the Chinese Maritime Customs staff just over the border with a fanfare of crackers. Refreshments were afterwards served at the station, and Kowloon was reached before seven o'clock. Invitations for the trip were issued to the following:—

Major and Mrs. Adair, Mr. and Mrs. C. G. Abaker, Mr. and Mrs. F. H. Armstrong, Dr. and Mrs. J. M. Atkinson, Mr. A. V. van Aulst, Hon. Mr. and Mrs. F. J. Buley, Mr. G. Balloch, Archdeacon Barnet, Dr. and Mrs. Barrington, Colonel Bayard, Mr. and Mrs. J. M. Beattie, Colonel Bedford, Dr. and Mrs. J. Bell, Mr. A. Bellamy Brown, St. Rev. Bishop of Victoria, Mr. J. F. Bingham, Mr. and Mrs. J. W. Bolles, Mr. and Mrs. Miss Bone, Mr. and Mrs. J. W. C. Bonnar, Mr. J. P. Bragg, Mr. E. F. Bruyn, H. E. Major-General R. G. Broadwood, Mr. and Mrs. R. J. B. Brough, Messrs. et al. William E. L. Leung, Mr. and Mrs. W. L. Carter, Lieut-Col. and Mrs. A. Chapman, Hon. Mr. and Mrs. W. Chatham, Dr. and Mrs. F. W. and Mrs. Miss Clark, Mr. and Mrs. W. Cradock, Major and Mrs. Chitty, Colonel and Mrs. Dunn, Mr. T. Dalin, Mr. and Mrs. A. Denison, Mr. and Mrs. H. L. Denys, Mr. and Mrs. Wm. Dickson, Mr. and Mrs. G. L. Duncan, Mr. E. M. Dyer, Mr. and Mrs. G. T. Edkins, Commodore, Mrs. and Miss Eyles, Major and Mrs. Eaton, Mr. and Mrs. E. C. Figg, Mr. and Mrs. E. Fisher, Mr. and Mrs. Andrew Forbes, Mr. A. G. Fletcher, Mr. G. Friesland, Mr. and Mrs. H. J. Gedge, Mr. and Mrs. C. G. Gok, Mr. and Mrs. A. G. Gordon, Mr. E. J. Grist, Mr. Frank Grove, Dr. C. Forsyth, Mr. B. A. Hale, Mr. and Mrs. E. H. Hallifax, Mr. and Mrs. F. J. Hallon, Mr. R. H. Hancock, Mr. and Mrs. B. Brotherton Harter and Miss Harter, Mr. and Mrs. A. H. Harris, Mr. and Mrs. R. D. Harvey, Mr. and Mrs. G. Hastings, Mr. Justice Hazenand, Captain Heathcote, Mr. Heighland, Hon. Mr. and Mrs. E. A. Heaton, Mr. and Mrs. Hickling, Mr. H. F. Hickman, Mr. and Mrs. T. W. Hornby, Mr. T. F. Hough, Mr. and Mrs. Miss Jones Hughes, Mr. and Mrs. Henry Humphreys, Mr. and Mrs. W. G. Humphreys, Mr. E. A. Irving, Mr. W. C. Jack, Mr. J. W. Jamieson, C.M.G., Dr. and Mrs. G. P. Jordan, Mr. W. D. Jupp, Mr. and Mrs. G. H. Kemp, Mr. and Mrs. J. J. Stodart Kennedy, Hon. Mr. and Mrs. Keewick, Mr. and Mrs. M. Kobayashi, Mr. J. Kulman, Mr. and Mrs. T. Kuenzle, Mr. and Mrs. C. J. Lafont, Mr. B. Layton, Mr. G. T. Lloyd, Mr. and Mrs. H. W. Looker, Mr. and Mrs. Loureiro, Mr. A. E. Lowe, Mr. and Mrs. A. Mackenzie, Mr. and Mrs. F. Matland, Mr. G. H. Medhurst, Mr. and Mrs. C. McI. Messer, Sir H. and Lady Mody, Mr. and Mrs. G. C. Moxon, Mr. N. S. Marshall, Dr. J. W. Noble, Mr. and Mrs. E. A. Ormiston, Hon. Mr. E. Osborne, Mr. A. H. Ough, Commander and Mrs. Pinfold, Sir Francis Pigott, Mr. and Mrs. Pinfold, Sir Rev. Canon Pinfold, Colonel Prior, Mr. and Mrs. H. B. Phillips, Mr. and Mrs. E. A. Ram, Hon. Mr. W. Rees Davies, Mr. and Mrs. H. W. Robertson, Mr. and Mrs. C. H. Ross, Mr. S. B. C. Ross, Mr. and Mrs. A. B. Rouse, Mr. J. F. Van Roes, Mr. and Mrs. A. Beth, Mr. and Mrs. Miss Shilton Hooper, Mr. R. Shawan, Mr. H. A. Slob, Mr. and Mrs. A. H. Skelton, Mr. and Mrs. M. W. Shade, Mr. and Mrs. F. Smyth, Colonel and Mrs. C. W. E. and Mrs. E. John, Colonel and Mrs. Stancol, Dr. F. O. Stedman, Mr. M. J. D. Stephens, Hon. Mr. Murray Stewart, Mr. and Mrs. N. J. Stahl, Mr. and Mrs. Auguste Siro, Captain and Mrs. B. R. H. Taylor, Mr. and Mrs. P. Thomas, Hon. Mr. A. M. Thomson, Mr. and Mrs. G. A. Tisdall, Mr. and Mrs. C. A. Tomes, Mr. and Mrs. H. P. Tooker, Mr. and Mrs. A. Turner, Mr. W. J. Tatcher, Mr. and Mrs. T. Takamichi, Mr. and Mrs. D. Toldow, Mr. and Mrs. G. H. Wakeman, Mr. and Mrs. W. B. Walker, H. E. Dr. Han, Mr. R. C. Williams, Mr. and Mrs. E. D. C. Wolfe, Colonel and Mrs. W. Wipley, Consul and Mrs. Konrad Bitter von Wisser, Austria-Hungary; Consul Francis Janssens, Belgium; Consul and Mrs. Joas Joaquim Leiria, Portugal; Consul Jose Gascon Gonzalez de Sordelo, Chili; Consul Gaston Ernest Liebert, France; Acting Vice-Consul Paul Kromer, France; Vice-Consul Dr. Marckwald, Germany; Consul Alberto Moreno Perez, Guatemala; Consul-General Cavallero Z. H. Volpielli, Italy; Consul and Mrs. Fumio Tachibana, Japan; Consul Frederico Danusso, Paraguay; Consul-General and Mrs. J. H. de Rous, Netherlands; Consul Braz Joaquim Heyter Botelho, Nicaragua; Consul-General Lino Clemente Herrera, Panama; Consul Jose Mariano Macedo, Peru; Consul W. Trautbold, Russia; Vice-Consul Solisto Swart, Sweden; Consul A. M. L. Soares, Bolivia; Consul-General G. E. Anderson, U.S.A.

The following members of the railway staff were invited:—

Mr. E. S. Lindsey, Mr. and Mrs. R. Baker, Dr. and Mrs. Hartley, Mr. and Mrs. E. J. Evans, Mr. J. A. Morris, Mr. J. E. Mather, and Mrs. G. A. Walker, Mr. W. G. Chatham, Mr. E. J. Richards, Mr. R. E. Vargetta, Mr. J. M. Britton.

List of Chinese gentlemen invited:—

Hon. Mr. Wei Yut, Messrs. Fung Wai-chun, Ng Hon-tsz, Chan Siu-ki, Leung Fui-chi, Chan Chun-chun, Chin Chung-hau, Ng Li-hing, Wong Kam-luk, Lo Shat-pu, Hui Chin-lam, Wong Fan-tung, Tong Lai-chun, Chan Kang-yuk, Tan Tak-keung, Wei Wah-lea, Chan Fuk, Mok To-chun, Leung Yan-pu, Chan Chok-ping, Tan Pun-chin, Siu Tak-fan, Lau Chin-pak, Ho Kam-tong, Ho Fuk, Lau Yam-chun, Ku Kai-shan, Chin Chan-sam, U. Hui-shan, Ho Ngok-lap, Yung Hing-ping, Chan Shui-kei, Yau Chai-wai, Shiu Un-fai, Tsang Szai-ai, Un Lai-chun, Yang Shiu-pu, Mok Man-cheung, Li Yau-chun, Chan Lok-chun.

THE CRIPPEN CASE.

VULGAR CURIOSITY A RESISTING SIN OF THE AGE.

In the course of an editorial, the *Times* says:—Curiosity is neither a virtue nor a vice, but one of the chief forces in human nature, to be praised or blamed entirely according to the use that is made of it. Like fire, it is a good servant but a very bad master. We cannot nowadays look on at bodily torture; but there is a large public that will go to any trouble to witness mental torture, and that craves nothing how much it may increase that torture by its curiosity. To this public the Crippen case is a godsend. They hail it as children hail a Punch and Judy show or a circus procession. They will wait for hours to catch a glimpse of the accused, and they will add to the excitement of the spectacle by hissing and groaning. It matters nothing to them that the case has not yet been tried. They have come to see a murderer, and their pleasure would be spoiled if they doubted that Crippen was one. So they do not doubt. Vulgar curiosity is a besetting sin of our time, because now we hear so much about everything that happens. Where a hundred years ago people gossiped only about their own village, they can now gossip about the whole world. Certainly the man who has seen a murderer has a new subject for conversation, which gives him a new importance in the eyes of those who have not; and perhaps he often goes to see a murderer for this reason. At present it is a distinction to have seen Crippen; and those who have not seen him, and have not even met someone who has seen him, are reduced to reading trite articles or trash concerning him or to looking at photographs of people and objects remotely connected with his case. From this they learn nothing whatever that is of any possible use to them; but they have a pleasant feeling that they are in the movement; and they would, no doubt, be very much disappointed if by some means it were discovered that no murder had been committed.

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Plunger Pump.
3-Throw Ram Pump.
Single Centrifugal Pump with Engine.
Single Centrifugal Pump with Pulleys and
Shafting.
Double Centrifugal Pump with Pulleys and
Shafting.
Centrifugal Pump with Pulleys.

12" Expansion Joints for Centrifugal Pump.
c. i. Foot Valves for Centrifugal Pumps 9" and
12" Diameter.
Rocker Pump Engine.
Steam Winch.
Winch for Pile Driving.
Motor Driven Winch with Controller.
Large Pile Driving Steam Hammers.
Small Pile Driving Steam Hammers.
Two ton Hand Cranes.
Tip Waggon and a Number of Carriages for
same.
Iron Skip Buckets.
c. s. Tyred Wheels without Axles.
c. s. Tyred Wheels with Axles.
c. s. Wheels and Axles without Tyres.
14 lb. Rails with Iron Ties.
40 lb. Rails.
Flanged Steel Piping.
Railway Sleepers.
Hardwood Core Bars.
3" Boarding.
Six-Sheave Blocks.
12" c. i. Right Angle Bend.

Enquiries and offers should be addressed to the undersigned, who will be pleased to supply
further particulars if necessary.BUTTERFIELD & SWIRE,
HONGKONG, CHINA AND JAPAN.
[1143]

Hongkong, 3rd October, 1910.

CROSSLEY BROTHERS, LTD.
OPENSRAW, MANCHESTER.MAKERS OF:
GAS & OIL ENGINES,
MARINE ENGINES,
MOTORS & MOTOR
CARS,

GAS PLANTS

FOR

POWER

AND HEATING

PURPOSES, TO

WORK WITH ALL

KINDS OF FUEL

SUCTION

AND

PRESSURE SYSTEMS.

AMMONIA RECOVERY

PLANTS, &c.

HAVE ALREADY MANUFACTURED CLOSE UPON 70,000 ENGINES.

SEVERAL OF THESE ENGINES CAN BE SEEN NOW AT

WORK IN THE COLONY.

AGENTS FOR HONGKONG & SOUTH CHINA:

W. R. LOXLEY & CO.,

YORK BUILDINGS.

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SHIPPING.

ARRIVALS.

CHINHUA, British str., 1,350, A. S. Harris, 2nd Oct.—Shanghai 29th Sept., General—Butterfield & Swire.
 CHITUM, Chinese str., 1,177, C. Stewart, 1st Oct.—Shanghai 28th Sept., General—C. M. S. N. Co.
 DEUCALION, British str., 4,476, J. W. Smallwood, 1st Oct.—Shanghai 28th Sept., General—Butterfield & Swire.
 DEYAWONGSE, German str., 1,057, B. v. Roeken, 1st Oct.—Bangkok 21st Sept., Rice and Teakwood—Butterfield & Swire.
 DEYUAB, Norwegian str., 1,102, Annsen, 1st Oct.—Bangkok 23rd Sept., General—C. M. S. N. Co.
 HAINUO, British str., 641, A. H. Stewart, 1st Oct.—Swatow 30th Sept., General—Douglas, LaPrall & Co.
 HAKATA MARU, Japanese str., 3,819, A. Moller, 2nd Oct.—Moji 27th Sept., General—Nippon Yusen Kaisha.
 HAIYANG, British str., 1,362, A. E. Hodgins, 2nd Oct.—Fochow; Amoy and Swatow 1st Oct., General—Douglas, LaPrall & Co.
 HUICHOW, British str., 1,217, E. Forsyth, 2nd Oct.—Tientsin, Chefoo, Weihaiwei and Swatow 1st Oct., General—Butterfield & Swire.
 KUTSANG, British str., 3,110, R. C. D. Bradley, 2nd Oct.—Calcutta, Penang and Singapore 24th September, General—Jardine, Matheson & Co.
 MUKPOO, Chinese str., 1st Sept.—Canton.
 TAMING, British str., 1,350, G. H. Parnell, 2nd Oct.—Cebu, Manilla—Butterfield & Swire.
 WAIKINGO, British str., 1,170, Holmwood, 30th September—Wuhu 25th Sept., General—Jardine, Matheson & Co.
 YU SHUN, Chinese str., 1,079, Westerland, 1st Oct.—Chefoo and Tientsin 26th Sept., General—C. M. S. N. Co.

DEPARTURES.

1st October.
 AMIGO, German str., for Canton.
 BAINBRIDGE, American destroyer, for Manila.
 BARBY, American destroyer, for Manila.
 BENGOLE, British str., for Calcutta.
 CHANGHIA, British str., for Australia.
 CHAUNCEY, American destroyer, for Manila.
 DALE, American destroyer, for Manila.
 DELHI, British str., for Europe, &c.
 JOHANN, German str., for Swatow.
 KOBEA, American str., for San Francisco.
 LEONGSANG, British str., for Manila.
 MUKPOO, Chinese str., for Shanghai.
 MYRAMIDON, British str., for Saigon.
 RAINBOW, American cruiser, for Manila.
 ZAFIRO, British str., for Manila.
 2nd October.
 AMIRAL EXELMANS, French str., for Shanghai.
 CHITUM, Chinese str., for Canton.
 CLAN, British str., for Swatow.
 DAIJIN MARU, Japanese str., for Swatow.
 GLENGLIE, British str., for Singapore.
 HIKOSAN MARU, Japanese str., for Scambya.
 HAINUO, British str., for Swatow.
 HUDSON, British str., for Chinkiang.
 KUMCHOW, British str., for Saigon.
 LINAN, British str., for Shanghai.
 MARIE RICHMOND, German str., for Kobe.
 PHUENPENH, British str., for Saigon.
 SHANWANG, British str., for Sumatra.
 TULIATAP, Dutch str., for Batavia.
 WAISHANG, British str., for Canton.
 WONKOKI, German str., for Bangkok.

SHIPPING REPORTS.

The Chinese str. Yu Shun reports: Strong N.E. monsoon and high sea.
 The British str. Hainu reports: Strong N.N.E. wind and sea.
 The British str. Deucalion reports: Strong N.N.E. wind and continual rain.
 The British str. Waikang reports: Hard gale and high sea with thick overcast weather and misty rain at times.
 The British str. Haiyang reports: N.E. moderate gale with rough following sea, overcast with frequent rain squalls, clear later to Hongkong.
 The British str. Taming reports: Fresh to moderate S.W. winds, rough sea, frequent passing rain, squalls to 21st parallel; thence mod. N.E. gale, high confused sea and heavy rain.

VESSELS IN DOCK.

September 26th.

TAIKOO DOCK—Union, Sunghang.

STEAMERS PASSED THE CANAL.

September 2nd—China, Moyne, Peshawar, Tanga Maru, Pacific, 6th—Monmouthshire, Armenia, 9th—Borneo, Polynesien, Priam, 13th—Argonia, Astyanax, Glazee, Silvia, York, 16th—Cardiganshire, Dunbar, Japan, Kamo Maru, Laertes, Perseus, Scandia, Sikh, Wraycastle, Segovia, 20th—Peking, Poona, Sonagambia, 23rd—Bencoolen, Glazee, Kawachi Maru, Namur, Patroclus, 27th—Bogwon, Konang Si, Suerio, Sunda, 30th—Carthenshire, Goeben, Hittich Maru, Indien, Canfa, Orestia, Princess Alice, Seneca, Tonkin.
 ARRIVALS AT HOME.
 Sept. 30th—Australia, Peiho.

Cutler, Palmer & Co.'s



SHIPPERS
 Cutler, Palmer & Co., London.
 AGENTS
 SIEMSEN & CO.,
 HONGKONG.

THE BANK LINE, LIMITED.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada and also for the Principal Ports in Mexico and Central and South America.

PROPOSED SAILINGS FROM HONGKONG FOR
**VICTORIA, VANCOUVER, B.C.
 & SEATTLE**
 VIA
SHANGHAI, MOJI, KOBE AND YOKOHAMA.

Steamer.	Tons.	Captain.	To Sail on or About.
* KUMERIC	6,232	G. B. McGill	20th October.
AYMERIC	4,362	J. Boyd	20th November.

Calling at Amoy and Keelung if sufficient inducement offers.

* These Steamers are specially fitted for the carriage of Asiatic Storage Passengers.

PARCEL EXPRESS TO THE UNITED STATES & CANADA.

For further information apply to

DODWELL & CO., LIMITED,
 GENERAL AGENTS.
 QUEEN'S BUILDINGS.

Hongkong, 9th September, 1910.

CANADIAN PACIFIC RAILWAY CO'S
 ROYAL MAIL STEAMSHIP LINE.
 "EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at: Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C. The only Line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA to VANCOUVER, 21 DAYS HONGKONG to VANCOUVER SAVING 5 to 7 DAYS' OCEAN TRAVEL.

From Hongkong.	8th Oct.	From Quebec.	4th Nov.
"EMPRESS OF JAPAN" Sat.	8th Oct.	"EMPRESS OF IRELAND" Fri.	4th Nov.
"EMPRESS OF CHINA" Sat.	29th Oct.	"ALLAN LINE" Friday, 25th Nov.	
"MONTEAGLE" Tuesday, 8th Nov.			

The "Empress" Steamships leave HONGKONG at 6 P.M. at 12 Noon.
 SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN) KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at ST. JOHN or QUEBEC with the Company's New Palatial "EMPRESS" Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to Europe.
 The "EMPRESS" Steamers on the Pacific and on the Atlantic are equipped with the Marconi Wireless Apparatus.
 Hongkong to London, 1st Class, via Canadian Atlantic Ports or New York \$71.10 Intermediate (on Steamers) \$43 " \$45.
 " " and 1st Class Railway " \$43 " \$45.
 First Class rate to London includes cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line.
 R.M.S. "MONTEAGLE" carries Intermediate Passengers only, at Intermediate rates affording superior accommodation for that class.
 Passengers Booked through to all points and AROUND THE WORLD.
 SPECIAL THROUGH RATES (First Class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services and to European Officials in the Service of China and Japan Governments. Full particulars of application from Agents.
 For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to
 D. W. CRADDOCK, General Traffic Agent for China, Corner Pedder Street and Praya, opposite Blake Pier

PENINSULAR & ORIENTAL
 STEAM NAVIGATION CO.
 HOMEWARD PASSENGER SEASON 1911.

PROPOSED SAILINGS OF MAIL STEAMERS

MARSEILLES AND LONDON.

TAKING PASSENGERS ALSO FOR
 COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.
 THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

Steamers to COLOMBO	Leave HONGKONG	Connecting Steamers from COLOMBO to MARSEILLES & LONDON	Due MARSEILLES (Brindisi 2 days earlier)	Due LONDON (London 1 day later)
DELHI 8000	February 4	MANTUA 11000	March 4	March 10
ARCADIA 7000	February 18	MALWA 11000	March 18	March 24
ASSAYE 7500	March 4	MACEDONIA 10500	April 1	April 7
MARMORA 10500	March 18	(Through Steamer calling at Bombay)	April 15	April 21
DEVANHA 8000	April 1	MOLDAVIA 10000	April 29	May 5
DELHI 8000	April 15	MONGOLIA 10000	May 13	May 19
ASSAYE 7500	April 29	MOREA 11000	May 27	June 2
DELTA 8000	May 13	MOGLTAN 10000	June 10	June 16

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID.
 Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong or at the time of Booking.

FARES TO LONDON (including Surtax):
 1st SALOON \$71.10 SINGLE \$106.14 RETURN.
 2nd " 48.8 " 72.12
 IN ADDITION TO THE ABOVE MAIL STEAMERS INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR LONDON

CARRYING SALOON PASSENGERS AT REDUCED RATES.
 PROPOSED SAILINGS:

STEAMERS	Leave HONGKONG	Due LONDON
* Sunda	January about 25	March about 11
* Syria	February 8	March 23
* Nore	March 8	April 24
* Palawan	March 22	May 2
* Borneo	April 5	May 19
* Sicilia	April 19	June 5
* Sumatra	May 3	June 19
* Nile	May 17	July 3

These Steamers call also at SINGAPORE, PENANG, COLOMBO, and at MARSEILLES
 FARES TO LONDON (including Surtax):
 1st SALOON \$55.0 SINGLE \$82.10 RETURN.
 2nd " 38.10 " 55.14
 * Carry 1st and 2nd Saloon Passengers.
 For further Particulars, apply to—

E. A. HEWETT,
 SUPERINTENDENT.

1002]

SWEDISH EAST ASIATIC
CO., LTD.
 GOTHENBURG.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).
 DESTINATION. STEAMERS. DATE OF SAILING.
 SHANGHAI, KOBE, YOKOHAMA & MOJI "PEKING" On 15th October.
 SHANGHAI, KOBE & YOKOHAMA "CANTON" On 5th November.
 For Freight and Further Particulars, apply to
 TELEPHONE No. 171.
OLOF WIJK & CO., AGENCIES, LTD.
 Hongkong, 30th September, 1910. [1085]

MESSAGERIES MARITIMES

FRENCH MAIL LINES.

FOURTHLY SERVICE TO AND FROM EUROPE
 VIA SUEZ CANAL.
 FOURTHLY SERVICE TO AND FROM JAPAN VIA SHANGHAI.

FOR	STEAMERS	TO SAIL
SHANGHAI, KOBE & YOKOHAMA	"DUMBEA" Capt. Rebutat	On 10th Oct., P.M.
MARSEILLES VIA PORTS	"YARRA" Capt. Ristorcelli	On 11th Oct., 1 P.M.
SHANGHAI, KOBE & YOKOHAMA	"TONKIN" Capt. Charbonel	On 24th Oct., P.M.
MARSEILLES VIA PORTS	"OCEANEN" Capt. Sellier	On 25th Oct., 1 P.M.

Transshipping on the Co.'s Steamers at Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea. Through tickets to London, via Paris, from \$27 10s. up to \$71 10s. 20 hours Railway from Marseilles to London. Interpreters meet Passengers on their arrival in Marseilles.
 For Further Particulars, apply to—
P. THOMAS, AGENT,
 Queen's Building.
 Hongkong, 29th September, 1910. 2

NORDDEUTSCHER LLOYD. BREMEN
IMPERIAL GERMAN MAIL
LINES.

FOR	STEAMERS	TONS	TO SAIL
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP & HAMBURG	"DERFFLINGER" Capt. G. MEINERS	17,000	Wed. day, 5th Oct., at Noon.
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA	"YORCK" Capt. J. RANDELMANN	17,000	About 5th Oct.
MANILA, ANGAU, YAP, NEWGUINEA, BRISBANE, SYDNEY and MELBOURNE	"COELENZ" Capt. H. BARGERER	6,750	Saturday, 8th Oct., at Daylight
YOKOHAMA & KOBE	"PRINZ WALDEMAR" Capt. P. ISERH	6,100	About 18th October
KUDAT and SANDAKAN	"BOBNEO" Capt. F. SEMBELL	5,050	End of October.

For further Particulars, apply to

NORDDEUTSCHER LLOYD,
MELCHERS & Co.,
 GENERAL AGENTS HONGKONG & CHINA.
 Hongkong, 23rd September, 1910. 5

PASSENGER SEASON 1911.

IN 25 DAYS TO ITALY

BY THE

MAGNIFICENT N.D.L. LINERS:

DISPLACEMENT.		
"PRINCESS ALICE" - 20,300	-	ON MARCH 22ND.
Capt. P. GROSCH.		
"LUETZOW" - 17,300	-	ON APRIL 5TH.
Capt. —		
"KLEIST" - 17,000	-	ON APRIL 19TH.
Capt. O. PAHNKE.		

CALLING AT NAPLES, GENOA, ALGIERS, GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS.

* Fitted with Wireless Telegraphy.

Early booking recommended.

For Particulars, apply to

MELCHERS & Co.,
 GENERAL AGENTS.
 Hongkong, 15th September, 1910. [1062]

VESSELS ON THE BERTH

For SINGAPORE, PENANG AND CALCUTTA.

(Taking Cargo on Through Bills of Lading to Rangoon, Madras and Mauritius.)
 THE Steamship

"CATHERINE APCAR"
 Captain G. F. Hudson, will be despatched for the above Ports TO-DAY, the 3rd Oct., at 3 P.M.

For Freight or Passage, apply to
DAVID SASSOON & Co., LTD.
 Agents.
 Hongkong, 30th September, 1910. [1113]

REGULAR STEAMSHIP SERVICE.

(WITH LIBERTY TO CALL AT MALABAR COAST).
 PROPOSED SAILINGS FROM HONGKONG.

For BOSTON AND NEW YORK.

S.S. "MUNCASTER CASTLE"
 On or about 5th Oct.

For Freight and further information, apply to
DODWELL & Co., LTD.
 Agents.
 Hongkong, 20th September, 1910. [1079]

SOCIETA ANONIMA NAZIONALE DI SERVIZI MARITIMI
 SEDE IN ROMA.

STEAM FOR BOMBAY, VIA SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to PORT SAID, MESSINA, NAPLES, LEBRON and GENOA, also VENICE and TRIESTE, all MEDITERRANEAN, ADELATIC, LEVANTINE and SOUTH AMERICAN PORTS up to CALTAO.

(Taking Cargo at through rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.)

THE Steamship

"ISCHIA"
 Captain Bolito, will be despatched as above on WEDNESDAY, the 12th Oct., at Noon.

For further particulars regarding Freight and Passage, apply to

CARLOWITZ & Co.,
 Agents.
 Hongkong, 30th September, 1910. [4]

"INDRA" LINE, LIMITED.

For BOSTON AND NEW YORK.

THE Steamship

"INDRAWADI"
 Captain W. Gray Williams, will be despatched as above on or about the 13th October.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., LTD.
 Agents.
 Hongkong, 20th September, 1910. [1081]

HONGKONG—NEW YORK.

AMERICAN ASIATIC STEAMSHIP Co

For NEW YORK VIA PORTS AND SUEZ CANAL.
 (With Liberty to call at the Malabar Coast.)

"INDRAVELL" On or about 21st October.

For freight and further information apply to—
SEHMAN, TOMES & Co.,
 General Agents.
 Hongkong, 23rd September, 1910. [1103]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR FUME and TRIESTE (Direct) Calling at SINGAPORE, PENANG, CALCUTTA, COLOMBO, ADEN, SUEZ and PORT SAID.

(Taking Cargo at through rates to the BRASIL, to SOUTH AFRICA, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT, VENICE, and ADELATIC PORTS).

THE Company's Steamship
 "AUSTRIA"
 Captain Reich, will be despatched as above on WEDNESDAY, 26th Oct., P.M.

This Steamer has capital accommodation for passengers, electric light, electric fan in all cabins, and carries a doctor.
 For information as to Passage and Freight apply to
SANDER, WHEELER & Co.,
 Agents.
 Hongkong, 1st October, 1910. [5]

SHIPBUILDERS, SALVORS AND REPAIRERS, BOILERMAKERS, FORGEMASTERS, BRASS AND IRON FOUNDERS, CONSTRUCTIONAL, ELECTRICAL, AND MECHANICAL ENGINEERS.

Modern Appliances for quick construction and repair of Ships, Engines, Boilers, Locomotives, Railway Rolling Stock, Bridges, and all Classes of Engineering, Iron and Wood Work
 Electrical Drives, Hydraulic and Pneumatic Tools, installed throughout the Works

TAIKOO DOCKYARD & ENGINEERING CO.
 OF HONGKONG, LIMITED.
 GRAVING DOCK
 787 x 88 x 34' 6"
 Pumps empty Dock in 24 hours.
 THREE PATENT SLIPWAYS taking vessels up to 3,000 tons displacement, providing conditions for painting ships with most efficient results.
 100-TON ELECTRIC CRANE ON QUAY—ELECTRIC OVERHEAD CRANES THROUGHOUT THE SHOPS RANGING UP TO 100 TONS.
 Estimates given for Docking, Repairs to Hull and Machinery, Constructional Work.
 ENQUIRIES INVITED BY THE MANAGERS AND AGENTS.

BUTTERFIELD & SWIRE,
 HONGKONG, CHINA AND JAPAN.

RODI & WIENENBERGER, PFORZHEIM I.B.

MANUFACTURERS OF
GENUINE ROLLED GOLD JEWELRIES: NECKLETS,
BRACELETS, BROOCHES, SCARF-PINS, WATCH-CHAINS, &c.
SMALL LOT FOR SALE.

FOR PARTICULARS, CATALOGUES AND SAMPLES, APPLY TO THE SOLE
REPRESENTATIVE FOR CHINA:

HUGO C. A. FROMM,
HONGKONG: 4, QUEEN'S BUILDING. TELEPHONE 960.

POST OFFICE NOTICE

Only fully prepaid letters and postcards are transmissible by the SIBERIAN
Route to EUROPE.

The *Dorffinger*, with the Siberian mail, is expected to arrive here to-morrow.

FOR	PER	DATE
Macao	Sui Tai	Monday, 3rd, 1.15 P.M.
Singapore, Penang and Calcutta	Catherine Apear	Monday, 3rd, 2.00 P.M.
Swatow, Amoy and Foochow	Haiyang	Tuesday, 4th, 9.00 A.M.
Shanghai, Kobe and Moji	Kulsang	Tuesday, 4th, 11.00 A.M.
Singapore	Douglas	Tuesday, 4th, 1.15 P.M.
Macao	Sui Tai	Tuesday, 4th, 3.00 P.M.
Manila	Taming	Tuesday, 4th, 10.00 A.M.
Moji, Kobe, Yokohama, Victoria and Tacoma	Seattle Maru	Wednesday, 5th, 10.00 A.M.
Swatow	Haimun	Wednesday, 5th, 10.00 A.M.
Hoihow and Haiphong	Singay	Wednesday, 5th, 10.00 A.M.
Europe, &c., India via TETICORIN...		Printed Matter and Samples 10.00 A.M.
(Late Letters 11.00 A.M. to 11.30 Extra Postage 10 cents) (Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)	Dorffinger	Registration ... 10.00 A.M. (Registration, with late fee of 10 cents up to 10.45 A.M.) Registration, Kowloon B.O. ... 10.00 A.M. No late fee. Letters ... 11.00 A.M.
Kobe, Yokohama, Victoria, Tacoma, Van Couver, and Seattle	Titan	Wednesday, 5th, 3.00 P.M.
Singapore, Penang and Colombo	Syria	Wednesday, 5th, 4.00 P.M.
Shanghai	Chinshua	Thursday, 6th, 2.00 P.M.
Hoihow and Cebu	Kailong	Thursday, 6th, 3.00 P.M.
Chofu and Tientsin	Hatchow	Thursday, 6th, 3.00 P.M.
Tsingtau, Chofu and Newchwang	Nanchang	Thursday, 6th, 3.00 P.M.
Swatow, Amoy and Foochow	Yuenang	Friday, 7th, 3.00 P.M.
Manila		
Manila, Angaur, Yap, Friedrich Wilhelm shafen, Rabaul, Herbertshöhe, Matupi, Brissang, Sydney, Hobart, Luncheon, New Zealand, Dunedin, Melbourne, Adelaide, Perth and Fremantle	Coblens	Friday, 7th, 5.00 P.M.

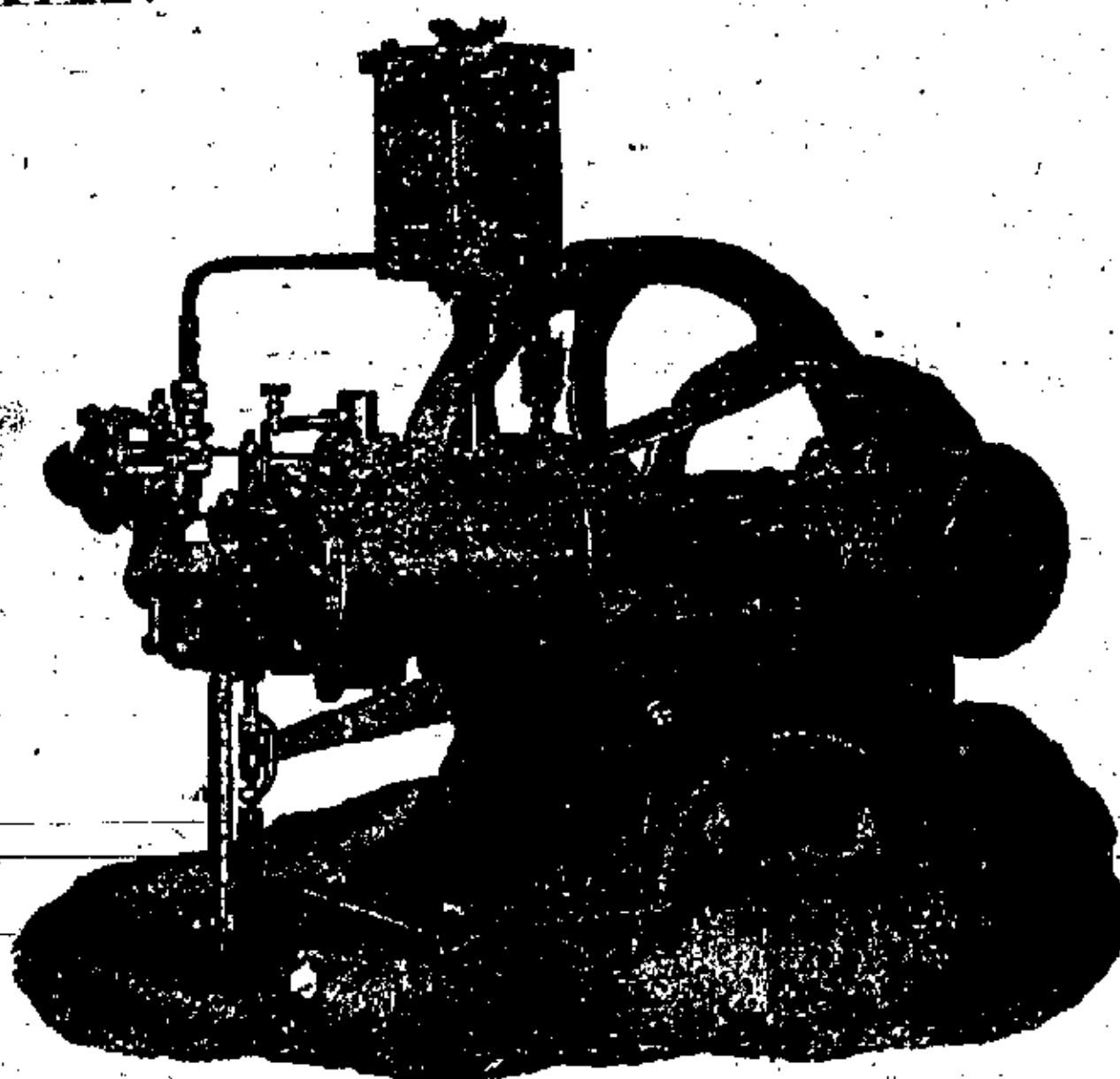
THE "PETTER" PATENT. "HANDY-MAN" OIL ENGINES.

The simplest, safest and
most economical

Oil Engine for driving
DAIRY MACHINERY,
CHAFF CUTTING,
GRINDING, SAWING,
PUMPING, and all
kinds of Farm Work.

Starts in five minutes
from cold.

No Lamp or external
flame after starting.



SOLE AGENTS:

WILLIAM C. JACK & CO., LTD.,
ELECTRICAL AND MECHANICAL ENGINEERS.
14, DES VŒUX ROAD CENTRAL, HONGKONG.

SHIPPING IN PORT

STEAMERS	ARRIVED
AMIGO, German str., 771, W. Langschwanger, 30th Sept.—Journes 25th and Hoihow 29th Sept., Coal—Jensen & Co.	PAKLAT, German str., 1,018, E. Gathemann, 24th Sept.—Jiangkok 17th Sept., Rice— Butterfield & Swire.
BOMBAY MARU, Japanese str., 2,345, Teraoka, 29th Sept.—Singapore 23rd Sept., General— Nippon Yusen Kaisha.	RAJAH, German str., 1,275, H. C. Behr, 24th Sept.—Rangoon 17th September, Wood— Norddeutscher Lloyd.
BUJIN MARU, Japanese str., 1,300, Y. Fusano, 11th Sept.—Shanghai and Swatow 10th Sept., General—Osaka Shosen Kaisha.	RIVAL, American str., 2,700, J. H. Hwang, 30th Sept.—Manila 26th Sept.
CATHERINE ANGAS, British str., 1,730, G. F. Hudson, 25th Sept.—Calcutta, Penang and Singapore, 19th Sept., General—David Sassoon & Co.	SEATTLE MARU, Japanese str., 3,113, G. Saito, 26th Sept.—Tacoma Wash., and Manila 23rd Sept., Flour and General—Osaka Shosen Kaisha.
COWRIE, British str., 3,055, J. Falles, 7th Sept.— Singapore 1st Sept., Kerosene Oil— Asiatic Petroleum & Co.	SHIBETORO MARU, Japanese str., 2,479, A. Tan- mi, 15th Sept.—Wakamatsu 8th Sept., Coal—Osaka Shosen Kaisha.
DAGNY, Norwegian str., 883, Solverson, 23rd Sept.—Wakamatsu 17th Sept., Coal— Angard, Thoresen & Co.	SUDRA, British str., 3,999, W. E. Kelway, 27th Sept.—Kaitang 25th Sept., General— Standard Oil Co.
DERWENT, British str., 1,574, Jenkins, 24th Sept.—Barron 20th September, Rice and General—Barron & Co.	SUISANG, British str., 1,716, M. Ricknell, 25th Sept.—Chingwan 18th Sept., Coal— Chinese.
EMBERS OF JAPAN, British str., 3,039, H. Pybas, B.N.M., 29th September—Vancouver 7th Sept., Mail and General—C. P. R. Co.	SUNOKIANG, British str., 987, H. A. Hards, 15th September—Amoy 12th September, General—Butterfield & Swire.
INVERESK, British str., 3,206, A. H. Smith, 16th Sept.—New York 30th July, General— Jardine, Matheson & Co.	WUHU, British str., 1,227, A. Lacker, 4th September—Shanghai 31st Aug., General— Butterfield & Swire.
KAIYUKU MARU, Japanese str., 1,903, P. Saka, 24th Sept.—Moji 19th September, Coal— Mitsui Bishi Kaisha.	
KAGA MARU, Japanese str., 3,906, Kitano, 23rd Sept.—Wakamatsu 17th Sept., Coal— Mitsui Bishi Kaisha.	
KIANG PRING, Chinese str., 1,222, H. Udden, 5th September—Chinkiang 30th August, General—Tung Lee & Co.	
KORAT, German str., 1,223, H. Oldson, 25th Sept.—Bangkok and Kohsiang 17th Sept., General—Butterfield & Swire.	
KENNOX, British str., 2,351, D. Reid, 1st Sept.— Keelung 30th Aug., General—Dodwell & Co.	
LOOSCH, German str., 1,020, G. Schultzen, 27th Sept.—Kohsiang 20th Sept., Rice and Teak—Butterfield & Swire.	
MARIE, German str., 1,169, Christiansen, 26th Sept.—Manila 23rd September, Ballast— Jensen & Co.	
NAMBAKO, British str., 4,035, P. M. B. Lake, 24th Sept.—Kobe and Moji 25th Sept., General—Jardine, Matheson & Co.	
NANCHANG, British str., 1,344, Cogran, 30th Sept.—Tientsin 24th Sept., General— Butterfield & Swire.	

PASSENGERS.

ARRIVED	DEPARTED
Per Haiyang, from Coast Ports, Mr Steaven- son.	Per Zafro, for Manila, Miss Hastings, Lieut. Geo. D. Tampion, Mr and Mrs Muller, Mr S. S. Harvey, Mrs A. C. Stett, Mr A. Acked, Mr F. Pineha and Mr Julio Pa.
Per Kulsang, from Calcutta, &c., Captain Brammell and Mr Remedios.	Per Korea, for San Francisco, Miss A. H. Skinner, Mr G. Dubley, General and Mrs E. D. Potts, Mr A. Ayres, Mrs H. W. Ellison, Miss M. Burke, Mrs H. H. Huttig, Misses G. L. and D. Musser, Miss and Mrs A. Knoblauch, Mrs H. B. Wyman, Miss M. L. McComber, Messrs N. C. Seale, A. Brenden, Harry Bode, Mr J. McDowell, Mr A. Harrison, Miss E. Harrison, Messrs A. H. Barry, W. H. Lockard, O. Usa and J. M. Grover, Mr and Mrs A. J. de Souza, Misses P. de Souza, Adler and Andrews.

COMMERCIAL.

EXCHANGE
CLOSING QUOTATIONS.

	October 1st.
ON LONDON—	
Telegraphic Transfer	1.94
Bank Bills, on demand	1.93
Bank Bills, at 30 days' sight	1.91
Bank Bills, at 4 months' sight	1.10
Credits, at 4 months' sight	1.10
Documentary Bills, 4 months' sight	1.10
ON PARIS—	
Bank Bills, on demand	228
Credits, at 4 months' sight	232
ON GERMANY—	
On demand	185
ON NEW YORK—	
Bank Bills, on demand	44
Credits, at 60 days' sight	45
ON HONGKONG—	
Telegraphic Transfer	135
Bank, on demand	135
ON CALCUTTA—	
Telegraphic Transfer	135
Bank, on demand	135
ON SHANGHAI—	
Bank, at sight	75
Private, 30 days' sight	74
ON YOKOHAMA—	
On demand	88
ON MANILA—	
On demand—Pesos	88
ON SINGAPORE—	
On demand	108
ON BATAVIA—	
On demand	11
ON HAIPHONG—	
On demand	11
ON SAIGON—	
On demand	85
ON BANGKOK—	
Bank's Buying Rate	\$11.05
GOLD LEAF, 100 fine, per tola	\$57.50
SILVER, per oz.	24
SUBSIDIARY COINS.	
Chinese ... 20 cents pieces	per cent
Chinese ... 10	\$4.00
Hongkong ... 20	\$4.00
Hongkong ... 10	\$5.15

SHARE LIST.—QUOTATIONS.

HONGKONG, OCTOBER 1ST, 1910.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	CLOSING QUOTA- TIONS CASE.
BANKS.—				
Hongkong & Shanghai Bank Corporation	120,000	\$125	all	\$92 1/2, sales
National Bank of China, Limited	99,925	27	26	\$78, buyers
Bell's Asbestos Eastern Agency, Limited	8,604	12 1/2	12 1/2	\$8, sellers
China Borneo Company, Limited	60,000	\$12	\$12	\$9.
China Light and Power Company, Limited	50,000	\$10	\$10	\$14.40, sellers
China Provident Loan & Mortgage Co., Ltd.	200,000	\$10	\$10	\$8, buyers
COTTON MILLS.—				
Ewo Cotton Spinning & Weaving Co., Ltd.	20,000	11s. 50	11s. 50	11s. 100.
Hongkong Cotton Spinning Co., Ltd.	125,000	\$10	\$10	\$34, buyers
International Cotton Manufacturing Co., Ltd.	10,000	11s. 75	11s. 75	11s. 47 1/2.
Leong-King-Mow C. Spin. & Weav. Co., Ltd.	8,000	11s. 100	11s. 100	11s. 50.
Soy Chea Cotton Spinning Co., Limited	2,000	11s. 500	11s. 500	11s. 200.
Dairy Farm Company, Limited	40,000	\$7 1/2	\$6	\$19.
DOCKS AND WHARVES.—				
Hongkong & Kowloon Wharf & G. Co., Ltd.	60,000	\$50	all	\$54, buyers
Hongkong & Whampoa Dock Co., Ltd.	50,000	\$57	all	\$56, sellers
New Amoy Dock Co., Limited	10,000	\$63	\$63	\$9, sellers
Shanghai Dock and Engineering Co., Ltd.	55,700	11s. 100	11s. 100	11s. 76.
Shanghai and Hongkong Wharf Co., Ltd.	56,000	11s. 100	11s. 100	11s. 112.
Fenwick & Co., Limited	18,000	\$25	\$25	\$9, sellers
Green Island Cement Co., Limited	400,000	\$10	\$10	\$4.65, buyers
Hongkong and China Gas Co., Limited	7,000	\$10	\$10	\$205.
Hongkong Electric Co., Limited	60,000	\$10	\$10	\$21.
Hongkong Hotel Company, Limited	12,000	\$50	\$50	\$100.
Hongkong Ice Company, Limited	8,000	\$25	\$25	\$75.
Hongkong Rope Manufacturing Co., Limited	5,000	\$10	\$10	\$135.
Hongkong South China Steam Fisheries Co., Ltd.	60,000	\$10	all	\$21, sellers
INSURANCES.—				
Canton Insurance Office Co., Limited	10,000	\$250	\$50	\$190, buyers
China Fire Insurance Co., Limited	20,000	\$100	\$20	\$115, sellers
China Traders Insurance Co., Limited	24,000	\$253	\$25	\$97.
Hongkong Fire Insurance Co., Limited	8,000	\$250	\$50	\$35, buyers
North-China Insurance Co., Limited	10,000	\$15	\$25	\$115.
Union Insurance Society, Limited	12,000	\$250	\$100	\$825, sales
Yongtze Insurance Association, Limited	12,000	\$100	\$60	\$200.
LANDS AND BUILDINGS.—				
Hongkong Land Investment Agency Co., Ltd.	50,000	\$100	\$100	\$101, sales
Humphreys Estate and Finance Co., Ltd.	150,000	\$10	all	\$74, sellers
Kowloon Land and Building Co., Ltd.	6,000	\$50	\$30	\$32, buyers
Shanghai Land Investment Co., Limited	78,000	11s. 50	11s. 50	11s. 112.
West Point Building Co., Limited	12,500	\$50	\$50	\$59.
MINING.—				
Societe Francaise des Charbons du Tonkin	16,000	Fcs. 250	all	\$720.
Ramb Australian Gold Mining Co., Ltd.	200,000	\$1	\$1	\$74, sellers
Peak Tramways Co., Limited	25,000	\$10	all	\$15, sellers
Philippine Co., Limited	50,000	\$10	\$10	\$14, sellers
RAFFLES.—				
China Sugar Refining Co., Limited	20,000	\$100	all	\$150, sellers
Luxon Sugar Refining Co., Limited	7,000	\$100	all	\$20, sellers
Robinson Piano Co., Limited	4,000	\$50	\$50	\$50, sellers
STAMPS.—				
China and Manila Steamship Co., Ltd.	30,000	\$25	\$25	\$10, buyers
Douglas Steamship Co., Limited	20,000	\$15	\$15	\$32, sellers
Hongkong, Canton & Macao S.S. Co., Ltd.	80,000	\$15	\$15	\$32, sellers
Indo-China Steam Navigation Co., Ltd.	60,000 pref.	\$5	all	\$8, cal. (\$5.10/-)
Shell Transport & Trading Co., Limited	2,000,000	\$1	\$1	\$23, buyers
Star Ferry Company, Limited	10,000	\$10	\$5	\$10.
South China Morning Post, Limited	6,000	\$25	\$25	\$25, sellers
Steam Laundry Company, Limited	20,000	\$5	\$5	\$54, sellers
STROES AND DISPENSARIES.—				
Campbell, Moore & Co., Limited	1,200	\$10	\$7	\$12, buyers
Wan Fong Limited	15,000	\$7	\$7	\$3, sellers
Watkins, Limited	10,000	\$10	\$10	\$64, buyers
A. S. Watson & Co., Limited	90,000	\$10	\$10	\$12, buyers
Weismann, Limited	3,000	\$10	\$4	\$114, sellers
United Asbestos Oriental Agency, Limited	9,900 ordy.	\$10	\$10	\$300.
United Waterboat Co., Limited	100,000	\$10	\$10	\$8.
RUBBERS.—				
Allagars	750,000	2/-	all	4/8
Anglo-Malays	1,500,000	2/-	all	2/6
Balgownie	151,200	\$1	all	6/12 (Sta.)
Batu Tiga	70,000	\$1	all	6/6
Bratt Kajangs	80,000	\$1	all	110/-
Casfield, fully paid	30,000	\$1	all	10/-
Cheviots	70,000	\$1	10/-	10/- prem.
Eastern and International	250,000	\$1	all	100/-
Highlands and Lowlands	307,143	2/-	all	5/- prem.
Kuala Lumpur	180,000	\$1	all	—
Labus	100,000	2/-	all	67/6
Lebury's	900,000	2/-	all	41/-
Linggis	1,266,000	2/-	all	10/6
London Asiatics	—	—	all	6/8
London Ventures	—	—	all	6/8
Merlemans	1,750,000	2/-	all	62/6 (Sta.)
Pagoda	45,000	\$10	all	62/6 (Sta.)
Sandycrofts	50,000	\$2	all	25/-
Sapangs	100,000	\$1	all	70/-
Shelfords	65,000	\$2	all	63 (Sta.)
Singapore and Johore	125,000	\$1	all	11/3
Sumatra Paras	995,000	2/-	all	—
Sungel-Kapars	95,000	2/-	all	100/-
United Serdangs	170,000	\$1	all	—
Loans.				
Chinese Imperial 1886	Tls. 767,200	7 1/2 p. annu.	Per.	Share-Brokers.

THE CELEBRATED "THREE CASTLES" CIGARETTES

Are manufactured in Bristol from the finest grades of Virginia Tobacco with all the skill which W. D. & H. O. WILLS have acquired during the 200 years which have elapsed since their business was established.

MANUFACTURED IN TWO STRENGTHS

Mild (green label). Medium (yellow label).

50 Cents Per Tin of 50

ALSO

"MAGNUMS" 75 cents per tin of 50.

DENTISTRY

DR. M. H. CHAUN.
DENTAL SURGEON,
35, QUEEN'S ROAD CENTRAL.

1st FLOOR, ROOMS 2 and 3. From the
University of Pennsylvania, U.S.A.
Telephone 126.
Hongkong, 27th January, 1910. [1022]

SIEN TING

SURGEON DENTIST,
No. 10, D'AGUILAR STREET

TERMS VERY MODERATE.
Consultation Free.
Hongkong, 21st September, 1905. [1083]

NOTICES TO CONSIGNEES

S.S. "OCEANIC,"
COMPAGNIE DES MESSAGERIES
MARITIMES.

NOTICE.

CONSIGNEES OF Cargo from London
ex s.s. "Matapan" and "Medoa"
from Bordeaux ex s.s. "V. de Lillo" and
"V. de Cotte" in connection with above
Steamer, are hereby informed that their goods
with the exception of Opium, Treasure and
Valuables are being landed and stored at their
risk into the hazardous and/or extra hazardous
Godowns of the Hongkong-Kowloon Wharf and
Godown Co., Ltd., at Kowloon, whence delivery
may be obtained immediately after landing.
Optional Cargo will be forwarded on unless
intimation is received from the Consignees
before NOON, TO-DAY, requesting it to be landed
here.
Bills of Lading will be countersigned by the
Undersigned, Goods remaining unclaimed after
the 3rd Oct., at Noon, will be subject to rent
and landing charges.
All claims must be sent in to me on or before
the 4th Oct., or they will not be recognized.
All damaged packages will be examined on
the 3rd Oct., at 3 P.M.
No Fire Insurance has been effected.
P. THOMAS,
Agent.
Hongkong, 26th September, 1910. [2]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer
"ASSAYE,"
FROM BOMBAY, COLOMBO AND
STRAITS.
Consignees of Cargo by the above-named
vessel are hereby informed that their goods are
being landed and placed at THEIR RISK in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
Consignment will be sorted out Mark by Mark
and delivery can be obtained as the Goods are
landed.
This vessel brings on Cargo—
From London and Gothenburg, &c., ex
s.s. "Malina" and "Socotra."
From Australia ex s.s. "Alton."
From Persia, Gulf, &c. B. I. S. N. and
P. & O. S. N. Co.'s Steamers.
Optional Goods will be landed here unless
intimation is given to the contrary within
5 hours.
Goods not cleared by the 4th Oct., at 4 P.M.,
will be subject to rent.
No Fire Insurance will be effected by me
in any case whatever.
Damaged packages must be left in the Go-
downs for examination by the Consignees and
the Company's representatives at an appointed
hour. All claims must be presented within ten
days of the steamer's arrival here, after which
date they cannot be recognized. No claims will
be admitted after the goods have left the
Godowns.
E. A. HEWETT,
Superintendent.
Hongkong, 28th September, 1910. [1]

THE MERCANTILE LITHOGRAPHIC.

47, DES VŒUX ROAD CENTRAL,
HONGKONG.

UNDERTAKES to execute with neatness
all kinds of ARTISTIC LABELS,
BILLS OF EXCHANGE, VISITING
CARDS, LETTER HEADINGS, MENUS,
DIE STAMPING, etc.
Hongkong, 14th July, 1910. [222]